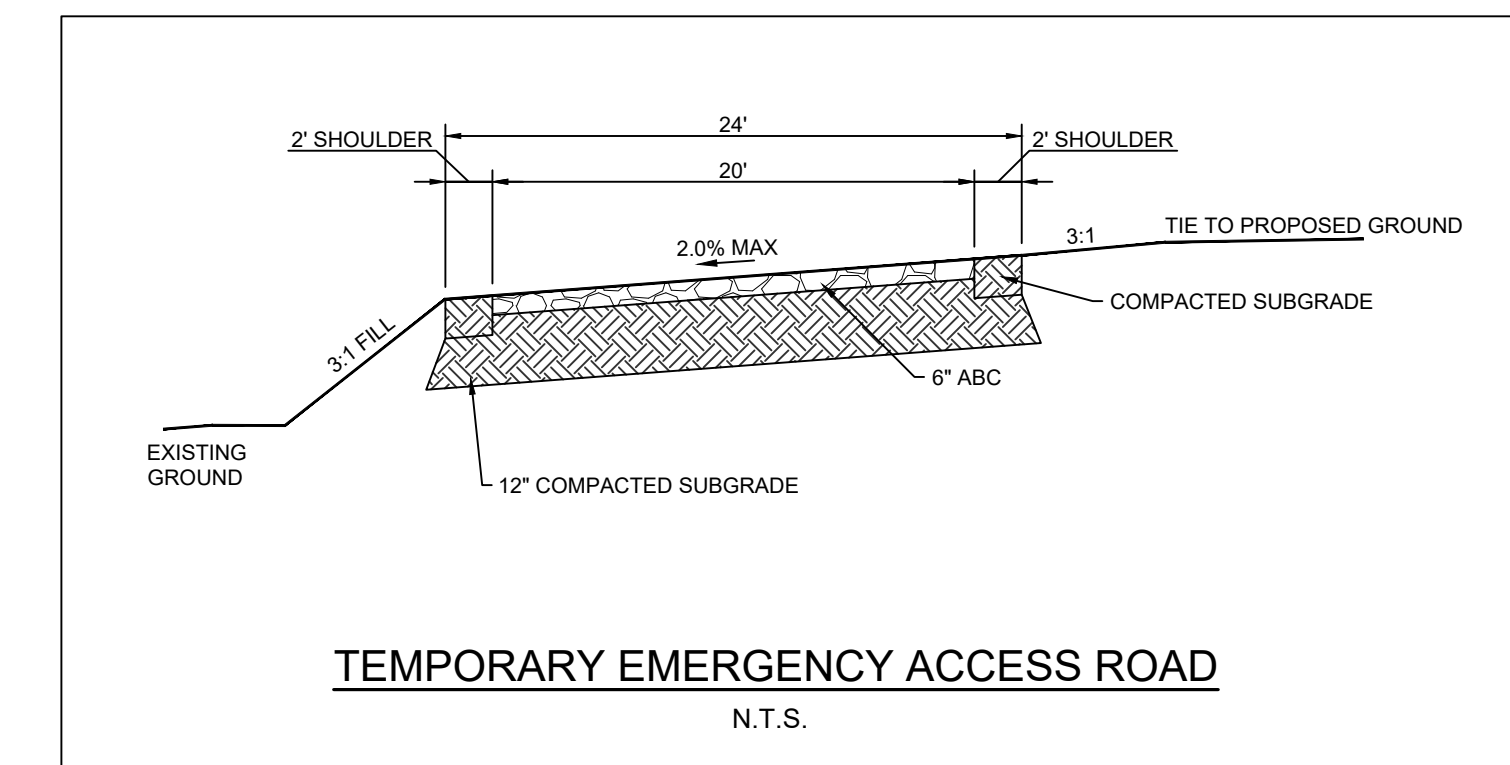
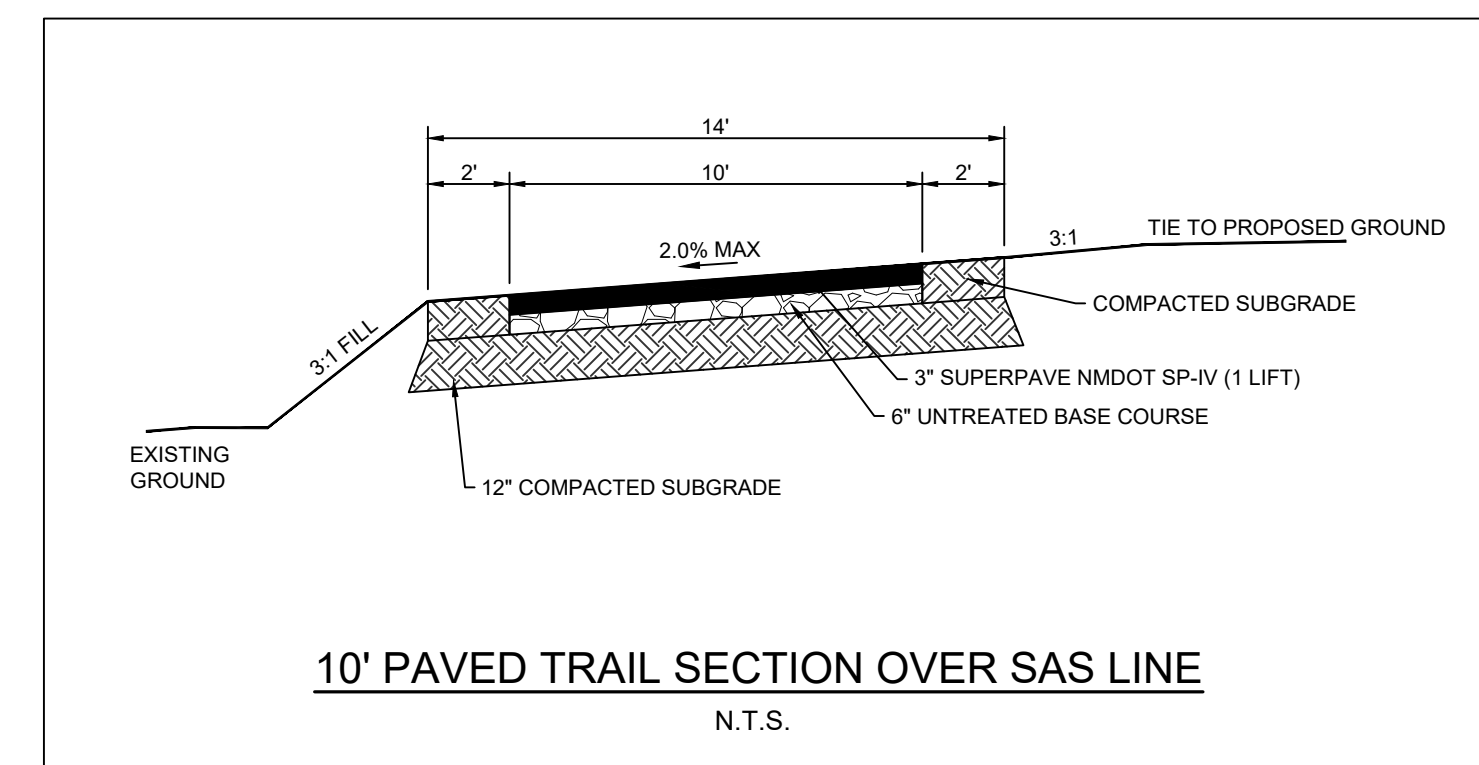
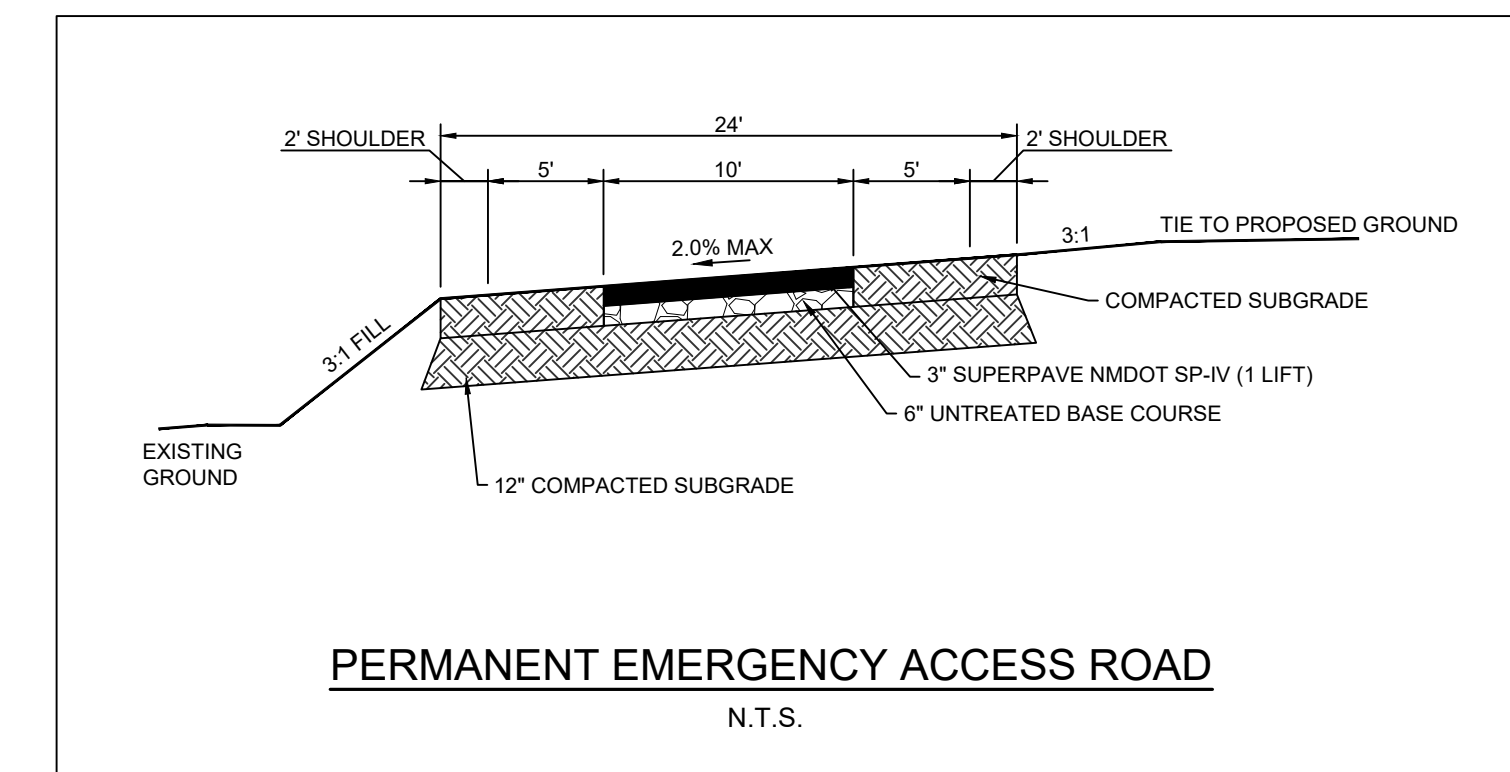
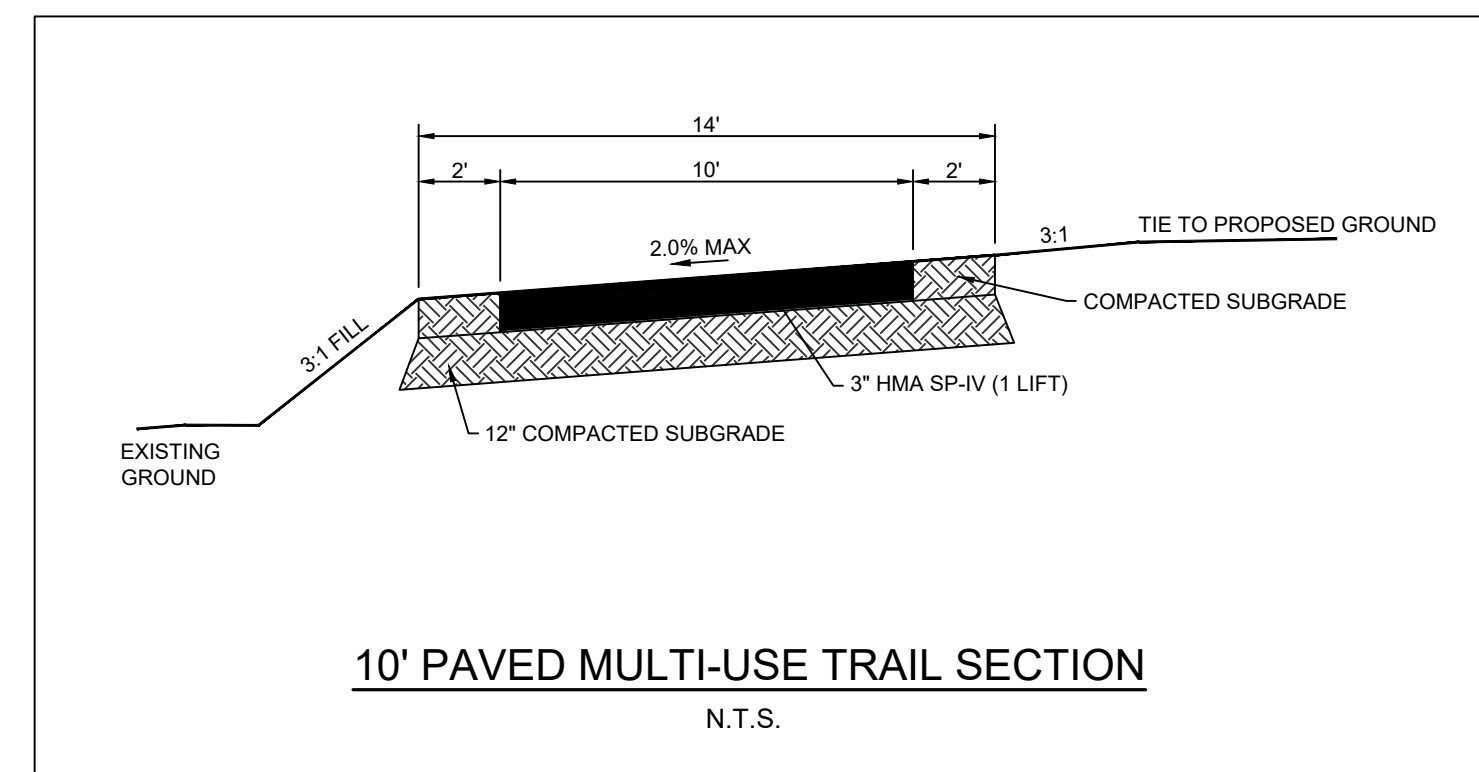
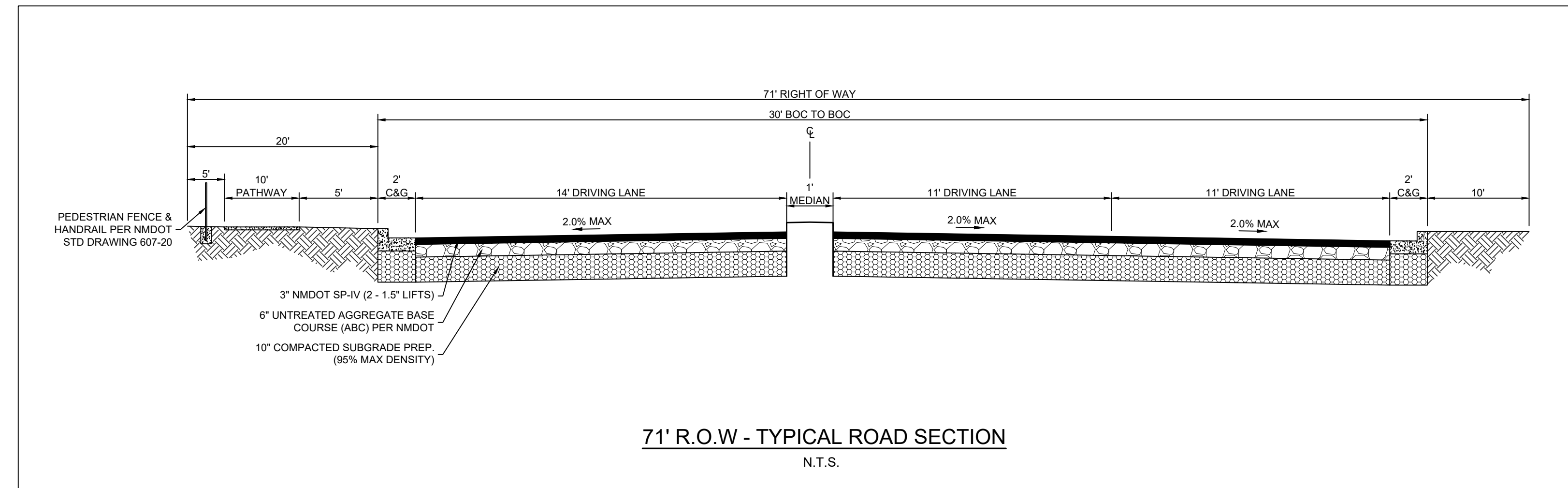
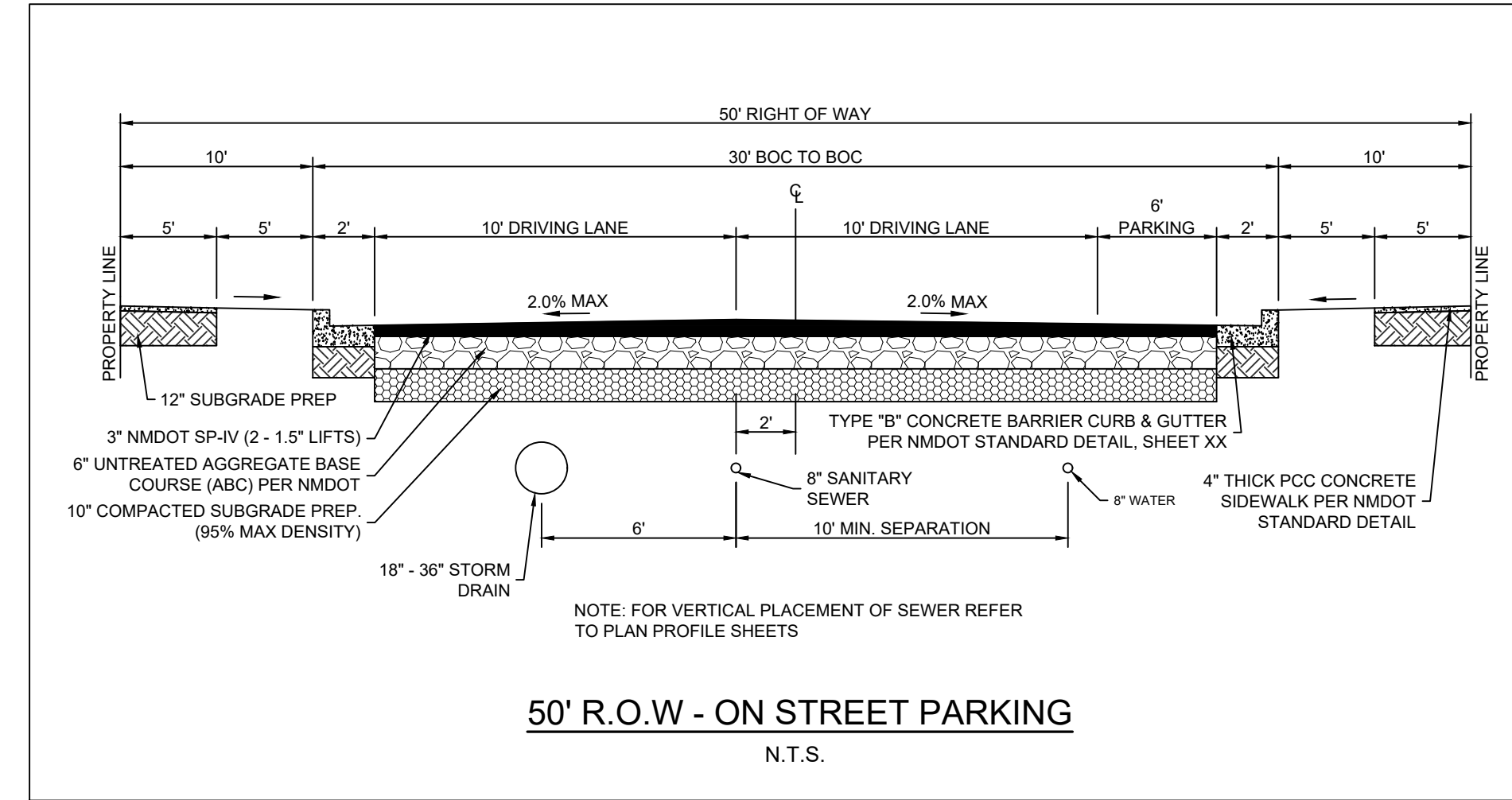


STREET CLASSIFICATION SCHEMATIC N.T.S.

NOTE:
REFERENCE GEOTECHNICAL REPORT (3220JU019) FOR BORING INFORMATION AND CBR LOCATIONS.

LEGEND:

- 50' RIGHT OF WAY
- 60' RIGHT OF WAY
- VARIABLE WIDTH RIGHT OF WAY



REV	DATE	DESCRIPTION

5/12/2025

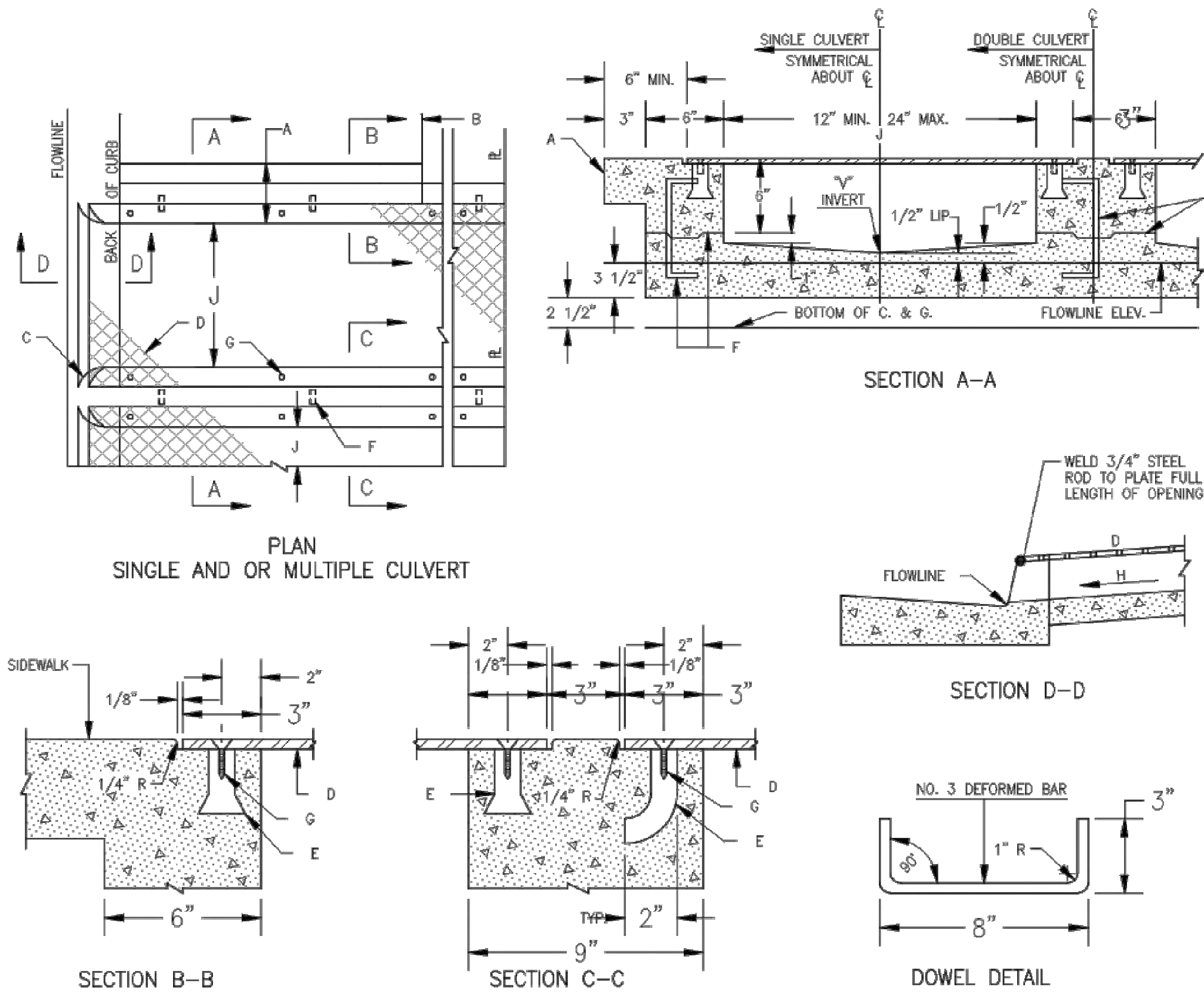
Vance Weyrand

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TBP REG. NO. F-19561

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM
TYPICAL STREET DETAILS

DESIGNED BY: JWS
DRAWN BY: JWS
DATE: 5/12/2025
JOB NO.: 05004
SHEET NO.

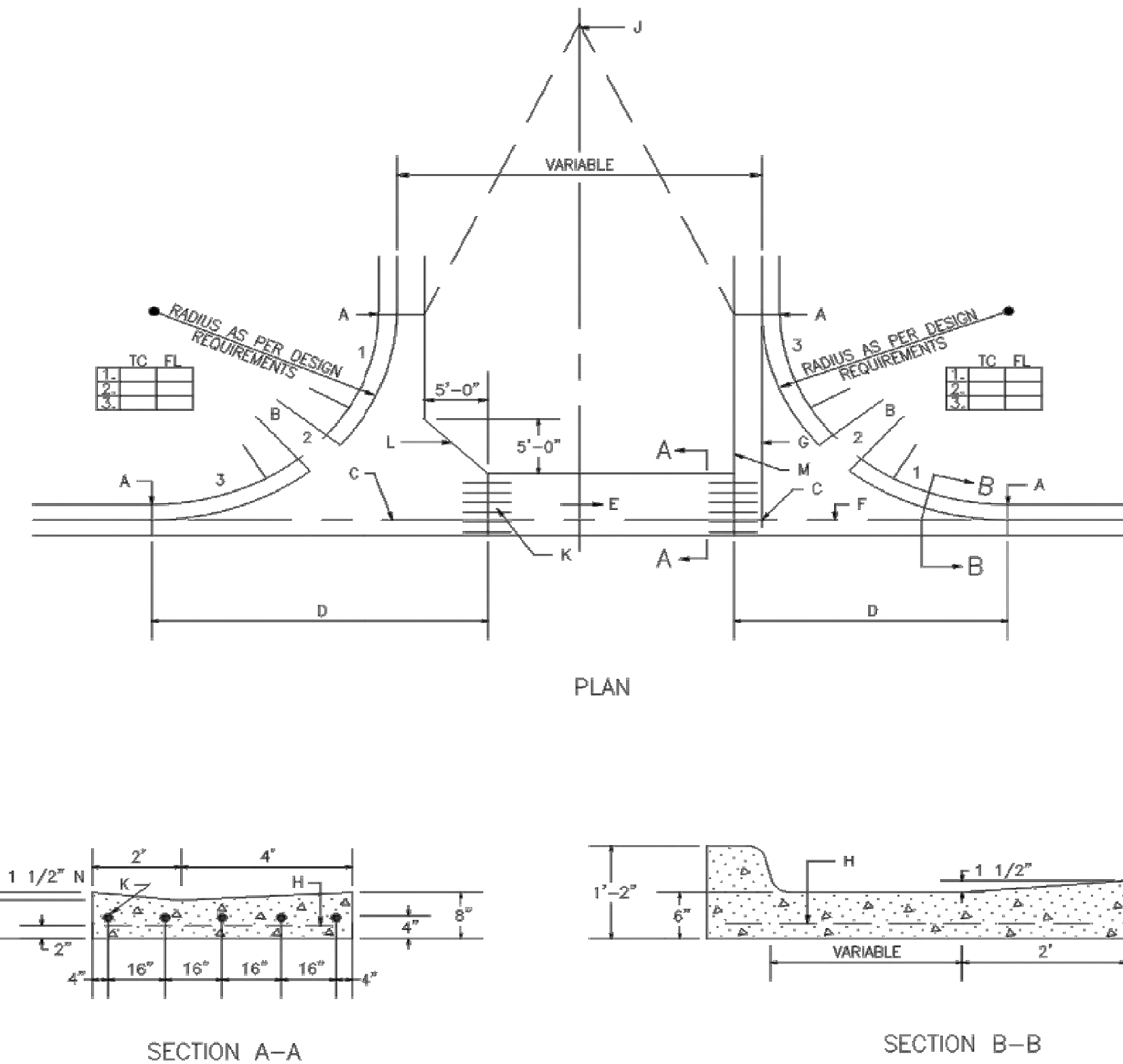
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TWIN SIDEWALK TRENCH DRAIN
N.T.S.

GENERAL NOTES:

- PLACING OF DRAIN THRU EXIST. SIDEWALK AND CURB & GUTTER REQUIRES THAT ENTIRE SIDEWALK AND C & G STONES BE REMOVED AND REPLACED AS DETAIL HEREIN.
 - BOTTOM SLAB OF CULVERT SHALL BE POURED MONOLITHICALLY WITH NEW GUTTER.
 - THE INVERT SHALL BE TROWELED TO PRODUCE A HARD POLISHED SURFACE OF MAX. DENSITY AND SMOOTHNESS. INVERT SHALL BE V-SHAPED TO WITHIN 3" OF OUTLET, THEN WARPED TO PARALLEL FLOWLINE AT OUTLET, UNLESS OTHERWISE SHOWN.
 - ALL EXPOSED CONC. SURFACE SHALL MATCH GRADE, COLOR, FINISH AND SCORING OF ADJACENT CURB AND SIDEWALK.
 - SIDEWALK REPLACED DURING CONSTRUCTION SHALL BE POURED MONOLITHICALLY WITH CULVERT WALLS.
 - IF ROD ANCHORS ARE USED, DRILL & TAP FOR F.H. MACHINE SCREW. ATTACH ANCHORS TO PLATE AND SECURE PLATE IN PLACE PRIOR TO POURING OF WALLS.
 - LENGTH OF EACH PLATE SHALL BE SUCH THAT THE WEIGHT WILL NOT EXCEED 300 LBS. AND SHALL BE STRESS RELIEVED AFTER FABRICATION. CLEAN SURFACE OF PLATE AND FRAMING MEMBERS AND PAINT W/ ONE SHOP COAT RED OXIDE AND TWO FINISH COATS ALUMINUM PAINT (ASHITO M 69).
 - THE CITY WILL NOT ASSUME RESPONSIBILITY FOR MAINTENANCE OF ANY SIDEWALK CULVERT INSTALLED BY OR FOR PRIVATE PROPERTY OWNERS.
- CONSTRUCTION NOTES:
- MATCH NEAREST CONTROL JOINT, INSTALL 1/2" EXPANSION JOINT.
 - EDGE OF SIDEWALK OR SETBACK (VARIABLE).
 - 3" RADIUS (TYPICAL).
 - 3/4" CHECKERED STEEL PLATE (PAINT PER NOTE 7, ABOVE).
 - FOR SECURING PLATE USE 1" X 5" S.S. ROD ANCHOR, "RED HEAD MULTI-SET II SRM-38 ANCHOR" OR APPROVED EQUAL. INSTALL PER MANUFACTURER'S INSTRUCTIONS AT MAX. 24" O.C., A MINIMUM OF 2 PER SIDE AND ONE WITHIN 6" OF EACH END.
 - CONSTRUCTION JOINT IS OPTIONAL. IF USED, SPACE DOWELS AT 18" O.C. MAX., 1 1/2" MINIMUM FROM FACE OF CONCRETE.
 - 3/8" - 16 X 1 1/4" COUNTERSUNK, F.H., STAINLESS STEEL, MACHINE SCREW.
 - SLOPE 1/4" PER FT. MIN.
 - DRAIN WIDTH PER PLAN (12" MIN., 24" MAX.).

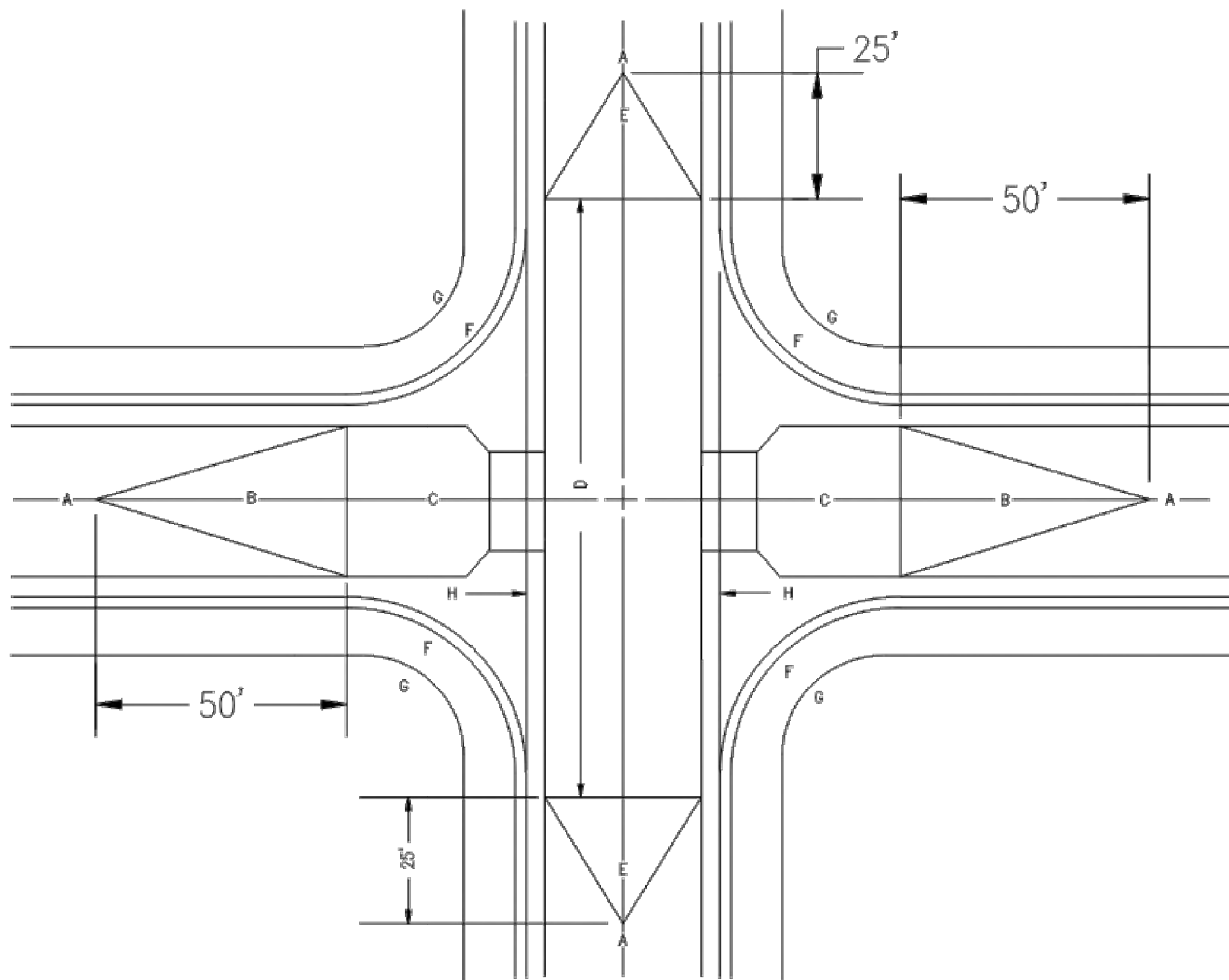


CONCRETE VALLEY GUTTER
N.T.S.

GENERAL NOTES:

- DESIGN ELEVATIONS TO BE GIVEN AT EACH END OF THE CURB RETURN (TOP OF CURB ELEV.) AND AT INTERSECTIONS OF PROJECTED FLOWLINES (FLOWLINE ELEV.).
 - ON UPSTREAM AND DOWNSTREAM ENDS OF THE INTERSECTION, VALLEY GUTTER CONSTRUCTION SHALL EXTEND TO THE END OF RETURNS.
 - THE VALLEY GUTTER TO BE REINFORCED WITH 6" X 6" X NO. 6 GA. WIRE MESH.
 - INVERT OF VALLEY GUTTER TO EXTEND FROM FLOWLINE OF UPSTREAM CURB RETURN TO FLOWLINE OF DOWNSTREAM CURB RETURN.
 - CURB FLOWLINE AND TOP OF CURB ELEV. SHOWN IN THE BOX CORRESPOND TO QUARTERPOINTS INDICATED ON THE CURB RETURN IN THE CLOCKWISE DIRECTION.
 - DENOTES 1/2" EXPANSION JOINT.
 - FOR NEW CONSTRUCTION, VALLEY GUTTER SHALL BE CONSTRUCTED PRIOR TO ADJACENT PAVEMENT. ASPHALT CONC. SHALL BE INSTALLED MONOLITHICALLY TO MEET NEW VALLEY GUTTER.
 - PRIOR TO CONSTRUCTION OF NEW VALLEY GUTTER ON EXISTING ACCEPTED STREETS, PAVEMENT SHALL BE REMOVED AS SHOWN ON PLANS.
- CONSTRUCTION NOTES:
- END OF CURB RETURN, SEE NOTE 1.
 - FOR RAMP DETAILS, SEE DWGS. 2418, 2440, 2441.
 - INTERSECTION OF FLOWLINES, SEE NOTE 1.
 - SURFACE AND CURB TO BE MONOLITHIC.
 - DIRECTION OF FLOW.
 - FLOWLINE.
 - PROJECTED FLOWLINE OF 1 1/2" INVERT, SEE NOTE 2.
 - 6" X 6" NO. 6 GA. WIRE MESH.
 - BEGIN CROWN WARP TO STRAIGHT SECTION WHERE SPECIFIED ON PLANS, OR INDICATED BY THE ENGR.
 - NO. 4 BARS 3'-0" LONG AT 16" O.C.
 - ALTERNATE A, WITH FILLET AS PER PLANS.
 - ALTERNATE B, NO FILLET AS PER PLANS.
 - THE 1 1/2" INVERT DEPTH MAY BE REDUCED TO IMPROVE RIDEABILITY WITH APPROVAL OF ENGINEER.

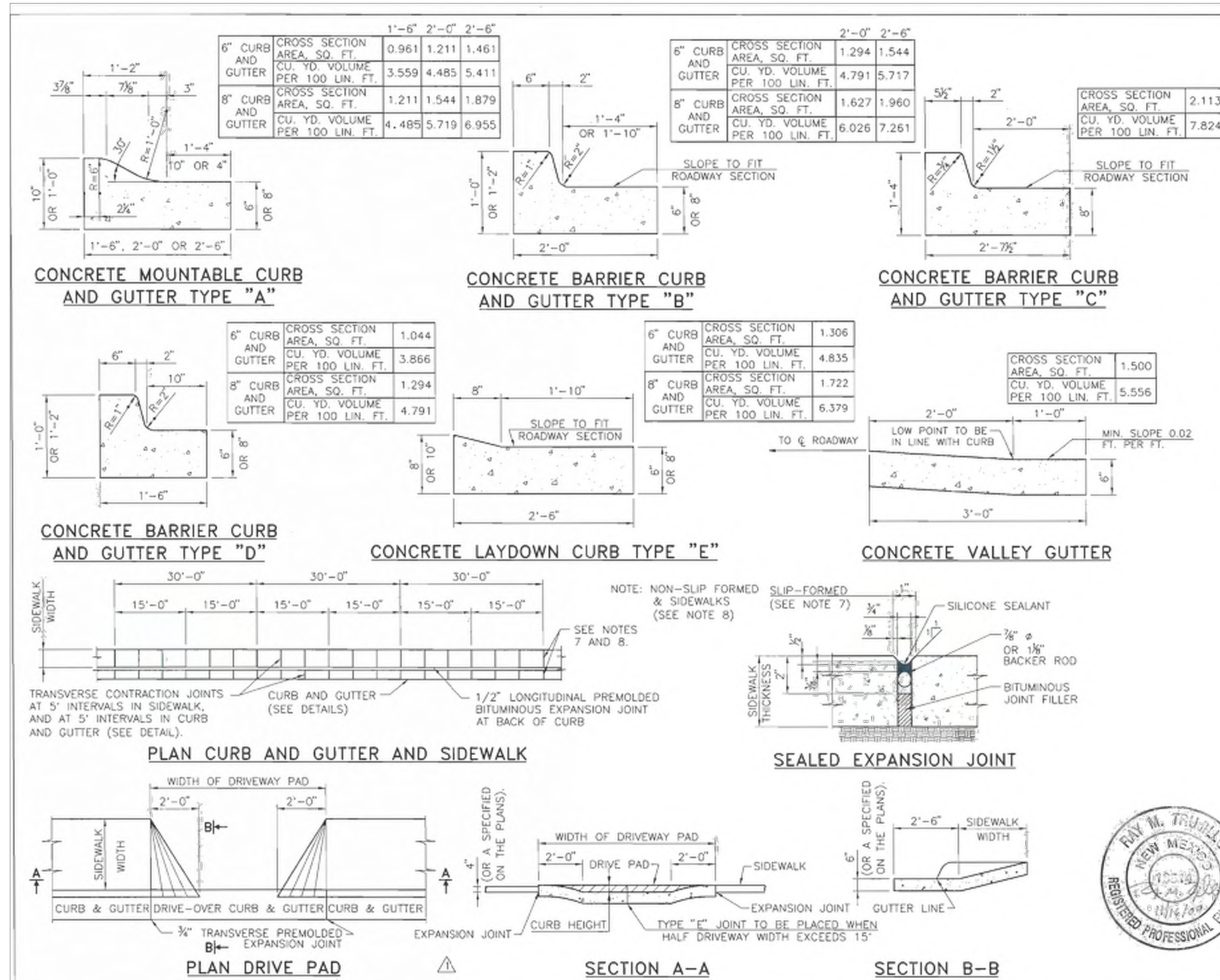
THIS DOCUMENT HAS BEEN PRODUCED FROM MATERIAL THAT WAS STORED AND/OR TRANSMITTED ELECTRONICALLY AND MAY HAVE BEEN INCOMPLETELY REPRODUCED. THE ORIGINAL SIGNATURE AND SEAL OF THE ENGINEER IS REQUIRED FOR THIS DOCUMENT TO BE VALID.



CROWN TRANSITION TYPICAL INTERSECTION
N.T.S.

GENERAL NOTES:

- REDUCE NORMAL CROWN TO NO CROWN SECTION WHEN APPROACHING PERPENDICULAR TO VALLEY GUTTER.
 - REDUCE NORMAL CROWN TO HALF CROWN SECTION WHEN STREET IS PARALLEL TO VALLEY GUTTER.
 - FOR "T" INTERSECTIONS THE THROUGH STREET WILL RETAIN NORMAL CROWN & THE LEG OF THE "T" WILL REDUCE NORMAL CROWN TO NO CROWN SECTION WHEN APPROACHING PERPENDICULAR TO VALLEY GUTTER.
 - CONSTR. PLANS WILL DETAIL "T" INTERSECTION WHEN DRAINAGE FLOWS ACROSS THROUGH STREET OF INTERSECTION.
 - CONSTR. PLANS WILL SPECIFY RADIUS OF CURB RETURNS.
- CONSTRUCTION NOTES:
- NORMAL 4" CROWN FOR RESIDENTIAL STREET.
 - TRANSITION SECTION FROM FULL CROWN TO NO CROWN SECTION.
 - NO CROWN SECTION.
 - HALF CROWN SECTION.
 - TRANSITION SECTION FROM FULL CROWN TO HALF CROWN SECTION.
 - CURB RETURN.
 - PROPERTY RETURN.
 - FLOWLINE OF VALLEY GUTTER.



GENERAL NOTES:

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

NO.	DATE	REV. BY	DESCRIPTION
1	9/9/09	YML	ADDED DETAILS
REVISIONS (OR CHANGE NOTICES)			

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
Sheet 609-01

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3
SANTA FE, NM

TYPICAL STREET DETAILS

DESIGNED BY: _____
DRAWN BY: JWS
DATE: 1/28/2025
JOB NO.: 05004
SHEET NO. C2.21

VANCE L WEYLAND
NEW MEXICO
29907
PROFESSIONAL ENGINEER
Vance Weyland

DHI Engineering, LLC.
5419 ANI LOOP 1604 EAST
SANTA FE, NM 87507
(505) 466-2988 | dhiengineering.com
TBPE REG. NO. F-119661

DHI

GENERAL NOTES:

1. ADAOT 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 PROMOTES 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 (RESPECTIVE 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 (PROVISED), AS OF 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 LAYOUT AND DETAILS.
4. PEDESTRIAN ACCESS ROUTES SHALL BE FIRM, STABLE, AND SLIP RESISTANT. PROVIDE SLIP RESISTANT TEXTURE ON SIDEWALKS AND CURB RAMPS BY BROODING 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 CONSTRUCT SLOPED SURFACE LINES SHOWN ON STANDARD DRAWINGS. DETAILS ARE FOR ILLUSTRATIONS ONLY.
5. VERTICAL SURFACE DISCONTINUITIES SHALL BE 8 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 GRATING AND JOINTS SHALL NOT PERMIT PASSAGE OF A SPHERE MORE THAN 6 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 8 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 MEET. ALL JOINTS AND TRANSITIONS SHALL BE FLUSH.
10. VERTICAL WALLS OF HEAD CURBS ARE PERMITTED WHEN ADJACENT TO NON-WALK AREAS OR ELEVATION DIFFERENCES CANNOT BE ACCOMMODATED BY CURB RAMP FLARES OR GRADINGS. GRADE NON-WALK AREAS AT 3:1 OR FLATTER.
11. CONSTRUCTION TOP OF BOTTOM OF CURB TO BE FLUSH WITH ADJACENT SURFACES (CURB RAMPS, SIDEWALKS, AND FLARES). VERTICAL LIPS NOT PERMITTED AT THE BOTTOM OF CURB WHERE THE RAMP MEETS STREET LEVEL.

ACCESSIBLE PEDESTRIAN SIGNALS (APS) AND PEDESTRIAN PUSHBUTTONS

12. FOR ALTERATION PROJECTS, PROVIDE ACCESS TO EXISTING PEDESTRIAN PUSHBUTTONS TO THE MAXIMUM EXTENT PRACTICABLE. INSTALL PEDESTRIAN SIGNAL POLES, WHERE APPLICABLE, SO AS NOT TO CREATE PEDESTRIAN OBSTRUCTIONS. REFER TO THE MUTCD FOR FURTHER GUIDANCE.
13. PEDESTRIAN SIGNAL PUSHBUTTONS SHALL COMPLY WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND LOCATED WITHIN A HORIZONTAL REACH OF 9' TO 15' AND SHALL BE WITHIN 30" TO 48" ABOVE THE SIDEWALK SURFACE.
14. PEDESTRIAN SIGNAL SHALL HAVE 48"x48" MIN TURNING SPACE TO PROVIDE ACCESS TO PUSHBUTTONS.

ALTERATIONS TO EXISTING FACILITIES - GENERAL NOTES:

15. ADDITIONS OR ALTERATIONS TO ANY FACILITY SHALL CONFORM TO THE REQUIREMENTS OF THE NEW CONSTRUCTION STANDARDS WITHIN THE ADAOT PEDESTRIAN ACCESS STANDARDS AND PROVIDE 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 AN ADA DESIGN VARIANCE PROCEDURES.
16. 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.
17. TECHNICAL INFEASIBILITY MEANS, WITH RESPECT TO AN ALTERATION OF A BUILDING OR 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.
18. 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.

SIDEWALKS

19. SIDEWALK AND CURB AND GUTTER CONSTRUCTION SHALL BE IN ACCORDANCE WITH SERIAL 608-01-19.
20. 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).
21. SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 5.0 FT. EXCLUSIVE OF THE WIDTH OF THE CURB RETURN.
22. EXCEPTION: WHERE SIDEWALK WIDTH NEEDS TO BE REDUCED TO NO LESS THAN 4.0 FT, PASSING SPACES SHALL BE PROVIDED AT INTERVALS OF 200 FT MAXIMUM. PASSING SPACES SHALL BE 6.0 FT MINIMUM BY 6.0 FT MINIMUM.
23. ANY SIGN POSTS, UTILITY POLES, FIRE HYDRANTS, TRAFFIC SIGNALS, STREET FURNITURE, AND OTHER OBJECTS SHALL NOT REDUCE THE CLEAR WIDTH TO LESS THAN 4.0 FT.
24. THE CLEAR WIDTH OF PEDESTRIAN ACCESS ROUTES (PAR) WITHIN MEDIANS AND PEDESTRIAN REFUGE ISLANDS SHALL BE 6.0 FT MINIMUM.

CURB RAMPS

25. 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.
26. RUNNING SLOPE OF THE CURB RAMP SHALL BE 8.3% MAX (RECOMMENDED 7.0% TYP) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHANGING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15.0 FOOT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
27. 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.
28. CURB RAMP AND SIDE FLARE LENGTHS ARE VARIABLE AND BASED ON CURB HEIGHT AND THE SIDEWALK SLOPE.
29. 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 RUN, TURNING SPACE OR BLENDED TRANSITION IS NOT TO EXCEED 6.0%.
30. CONSTRUCT CURB RAMPS FLUSH TO ADJACENT ROADWAY. GRADE EDGES OF ROAD ELEVATIONS AT THE FLOW LINE TO ENSURE POSITIVE DRAINAGE AND PREVENT POHOING. FOR LEVEL TURNING SPACES BEHIND CURB, ADJUST SLOPES TO PROVIDE POSITIVE DRAINAGE.
31. 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 RAMPS AND TURNING SPACES. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
32. 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 4" CURB DOES NOT NECESSARILY MEAN A RAMP LENGTH OF 4.0 FT FOR AN 8.3% SLOPE).

CROSSWALKS

33. 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

34. DETECTABLE WARNING SURFACES (DWS) CONSISTING OF TRUNCATED DOMES SHALL BE UTILIZED WHERE CURB RAMPS, BLENDED TRANSITIONS, OR TURNING SPACE PROVIDE A PUSH PEDESTRIAN CONNECTION TO THE STREET OR WHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CROSSES A STREET, ALLEY, TRAFFIC ISLAND, MEDIAN, OR BALDRADO. DETECTABLE WARNING SURFACES (DWS) WILL NOT BE INSTALLED AT RESIDENTIAL DRIVEWAYS.
35. 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 SIGN.
36. DETAILS OF DETECTABLE WARNING SURFACE ARE SHOWN IN CONSTRUCTION PLANS AND SHEET 608-001-912 OF THE STANDARD DRAWINGS.

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 MOBILITY 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% TYP) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHANGING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15.0 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 8%), 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 608-001-912 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.

VERTICAL SURFACE DISCONTINUITIES

HORIZONTAL OPENINGS

SECTION A-A

SECTION B-B

SECTION C-C

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

PEDESTRIAN ACCESS ROUTE GENERAL NOTES

APPROVED: *Michael J. Smeller* 1-19-15

608-001-1 608-1 of 12 Sheet 608-01

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 MOBILITY 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% TYP) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHANGING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15.0 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 8%), 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 608-001-912 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.

PERPENDICULAR CURB RAMP (PREFERRED INSTALLATION)

PERPENDICULAR CURB RAMP (ALTERNATE INSTALLATION)

SECTION A-A

SECTION B-B

SECTION C-C

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

PERPENDICULAR CURB RAMPS

APPROVED: *Michael J. Smeller* 1-19-15

608-001-2 608-2 of 12 Sheet 608-02

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 MOBILITY 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% TYP) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHANGING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15.0 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 8%), 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 608-001-912 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.

SINGLE DIAGONAL PARALLEL CURB RAMP

SINGLE DIAGONAL PERPENDICULAR CURB RAMP

SECTION A-A

SECTION B-B

SECTION C-C

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

DIAGONAL CURB RAMPS

APPROVED: *Michael J. Smeller* 1-19-15

608-001-4 608-4 of 12 Sheet 608-04

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 MOBILITY 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% TYP) BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15.0 FT TO AVOID CHANGING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15.0 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 8%), 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 608-001-912 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.

PARALLEL CURB RAMP

PARALLEL CURB RAMP

SECTION A-A

SECTION B-B

SECTION C-C

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING

PARALLEL CURB RAMPS

APPROVED: *Michael J. Smeller* 1-19-15

608-001-3 608-3 of 12 Sheet 608-03

VISTA DE LA SIERRA SUBDIVISION CASEPERMIT # S-2020-2642

DATE: 1/28/2025

REV: 1

DESCRIPTION: VANCE L WEYLAND NEW MEXICO 29907 PROFESSIONAL ENGINEER

Vance Weyland

DHI Engineering, LLC. 5419 ANI LOOP 1604 EAST SANTA FE, NM 87505 (210)466-2988 | dhiengineering.com TBPE REG. NO. F-19561

DHI

VISTAS DE LA SIERRA SUBDIVISION - PHASE 3 SANTA FE, NM

TYPICAL STREET DETAILS

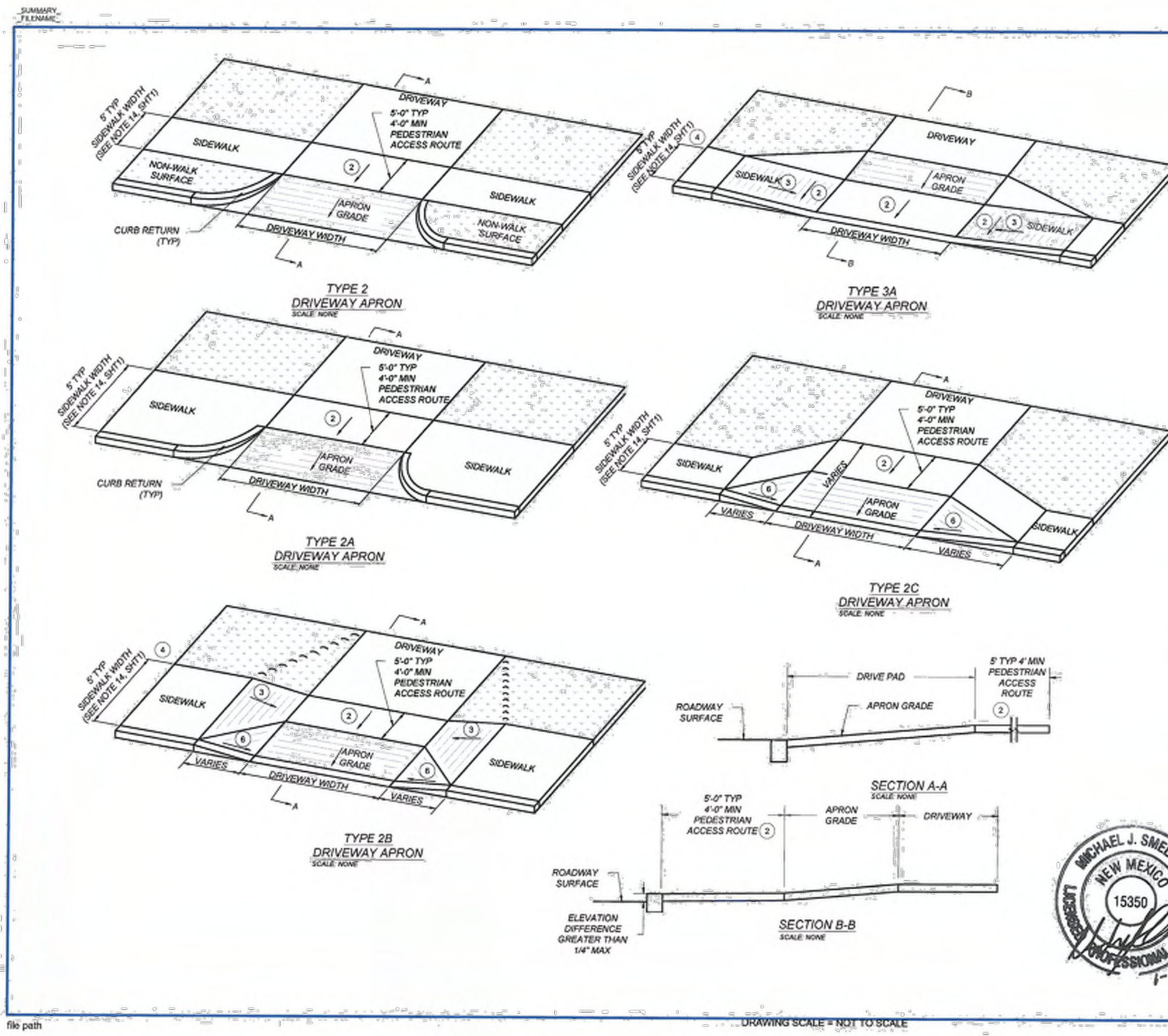
DESIGNED BY:

DRAWN BY: JWS

DATE: 1/28/2025

JOB NO.: 05004

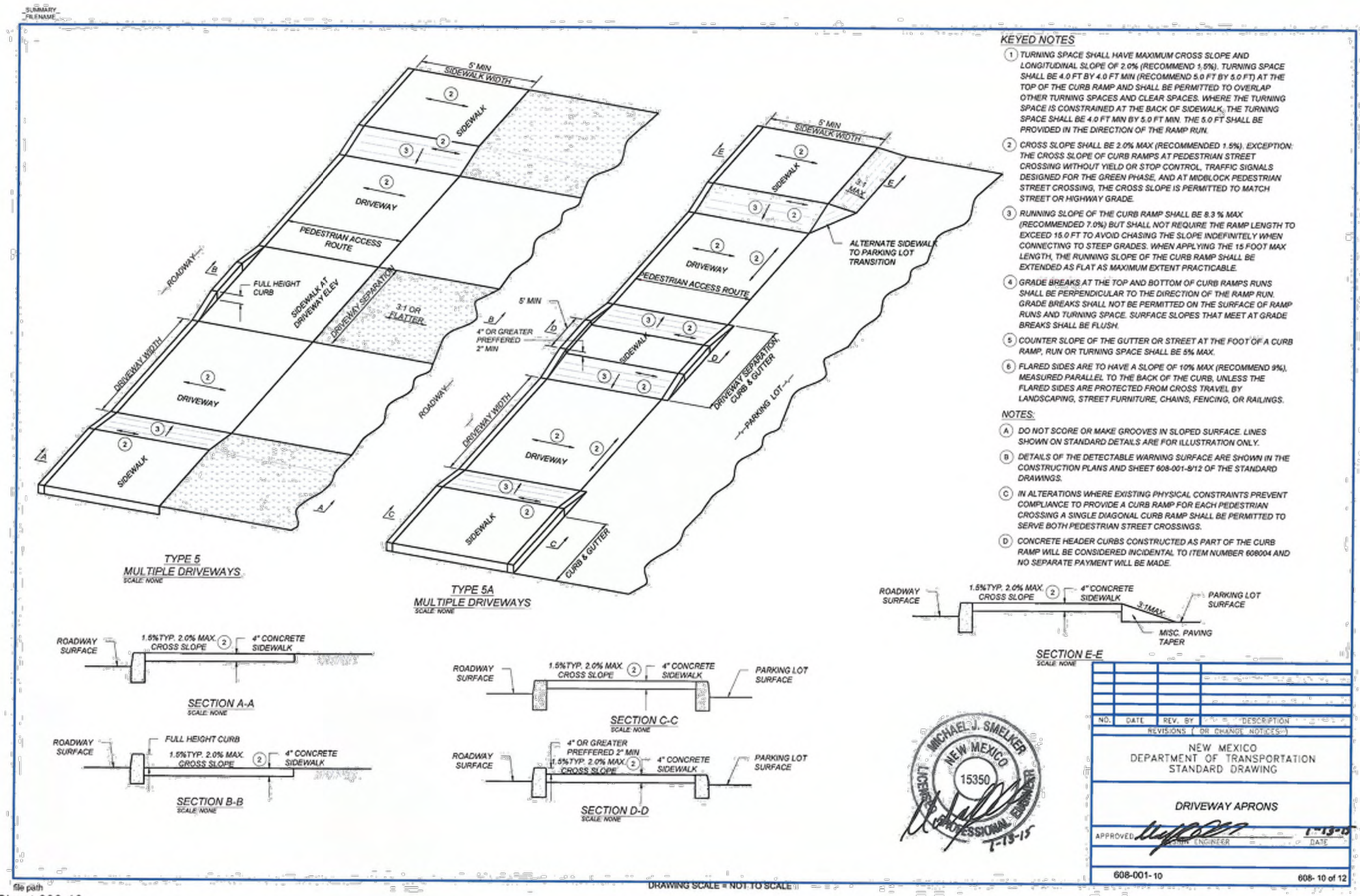
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- KEYED NOTES**
- TURNING SPACE SHALL HAVE MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.0% (RECOMMEND 1.5%). TURNING SPACE SHALL BE 4.0 FT BY 4.0 FT (RECOMMEND 5.0 FT BY 5.0 FT) AT THE TOP OF THE CURB RAMP AND SHALL BE PERMITTED TO OVERLAP OTHER 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.
 - CROSS SLOPE SHALL BE 2.0% MAX (RECOMMEND 1.5%) EXCEPT: 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.
 - RAMPING SLOPE OF THE CURB RAMP SHALL BE 3.3% MAX (RECOMMEND 2.0%) 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 15.0 FT MAX LENGTH, THE RUNNING SLOPE OF THE CURB RAMP SHALL BE EXTENDED AS FLAT AS MAXIMUM EXTENT PRACTICABLE.
 - 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.
 - COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF A CURB RAMP, RUN OR TURNING SPACE SHALL BE 0.5% MAX.
 - FLARED SIDES ARE TO HAVE A SLOPE OF 10% MAX (RECOMMEND 5%), 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:**
- DO NOT SCORE OR MAKE GROOVES IN SLOPED SURFACE. LINES SHOWN ON STANDARD DETAILS ARE FOR ILLUSTRATION ONLY.
 - DETAILS OF THE DETECTABLE WARNING SURFACE ARE SHOWN IN THE CONSTRUCTION PLANS AND SHEET 608-09-912 OF THE STANDARD DRAWINGS.
 - 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.
 - CONCRETE HEADER CURBS CONSTRUCTED AS PART OF THE CURB RAMP WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 60804 AND NO SEPARATE PAYMENT WILL BE MADE.

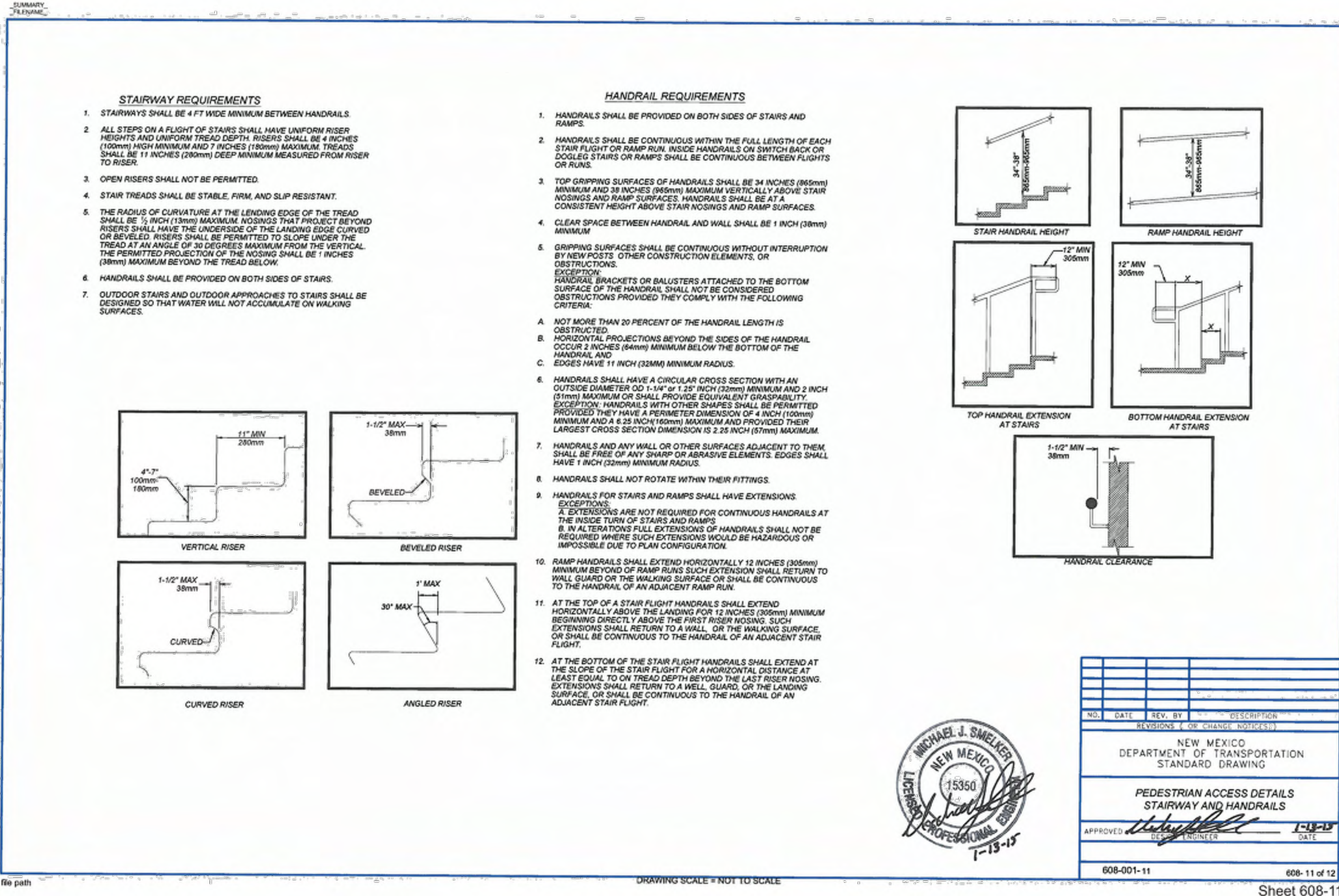
NO.	DATE	REV. BY	DESCRIPTION

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING
DRIVEWAY APRONS
APPROVED: [Signature] DATE: 1-13-17
608-001-9 608-9 of 12 Sheet 608-09



NO.	DATE	REV. BY	DESCRIPTION

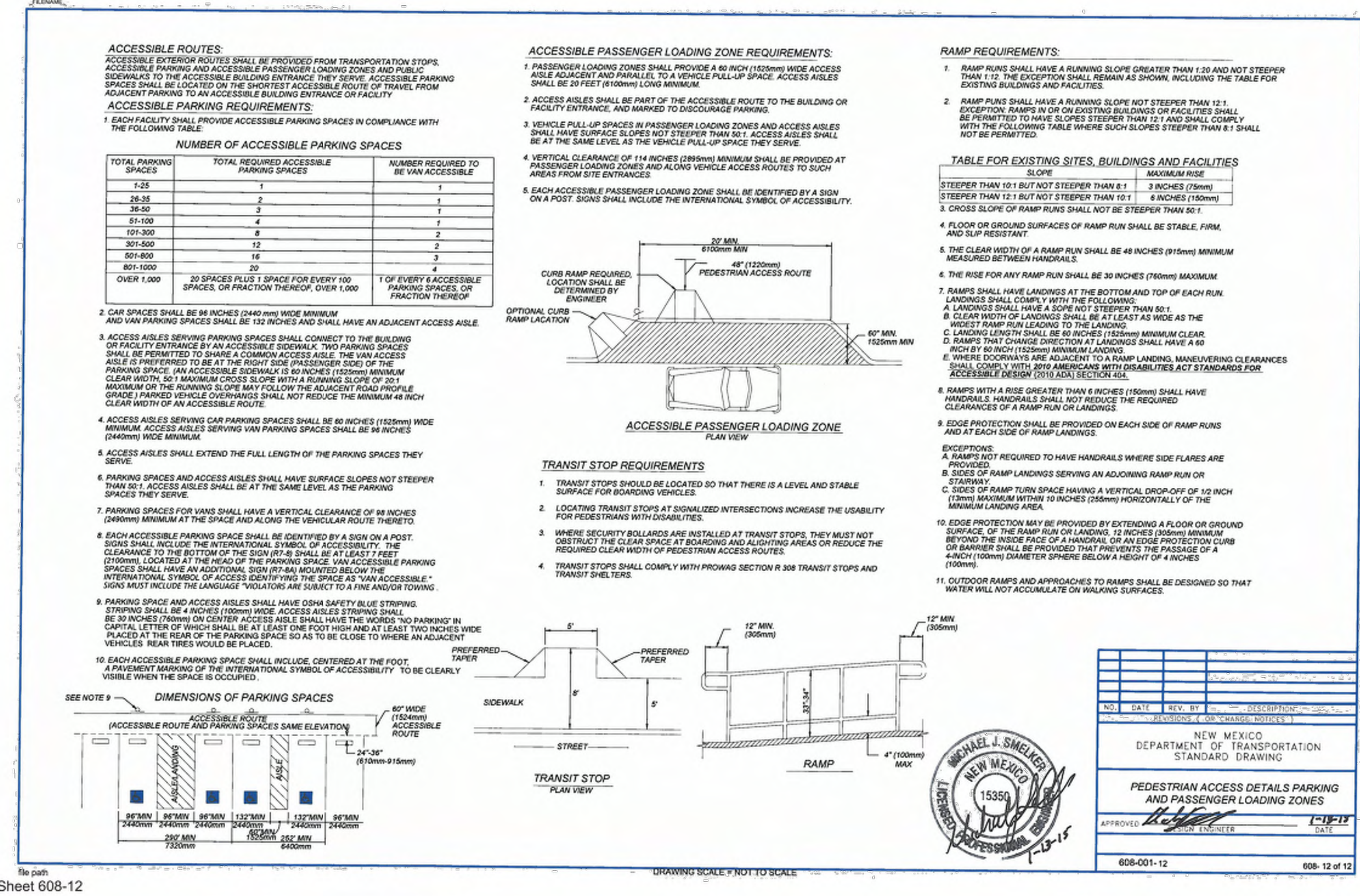
NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING
DRIVEWAY APRONS
APPROVED: [Signature] DATE: 1-13-17
608-001-10 608-10 of 12 Sheet 608-10



- STAIRWAY REQUIREMENTS**
- STAIRWAYS SHALL BE 4 FT WIDE MINIMUM BETWEEN HANDRAILS.
 - ALL STEPS ON A FLIGHT OF STAIRS SHALL HAVE UNIFORM RISER HEIGHTS AND UNIFORM TREAD DEPTH. RISERS SHALL BE 4 INCHES (100mm) HIGH MINIMUM AND 1 INCHES (25mm) MAXIMUM. TREADS SHALL BE 11 INCHES (280mm) DEEP MINIMUM MEASURED FROM RISER TO RISER.
 - OPEN RISERS SHALL NOT BE PERMITTED.
 - STAIR TREADS SHALL BE STABLE, FIRM, AND SLIP RESISTANT.
 - THE RADIUS OF CURVATURE AT THE LANDING EDGE OF THE TREAD SHALL BE 1/8 INCH (3mm) MAXIMUM UNLESS OTHERWISE SPECIFIED. RISERS SHALL HAVE THE UNDERSIDE OF THE LANDING EDGE CURVED OR BEVELLED. RISERS SHALL BE PERMITTED TO SLOPE UNDER THE TREAD AT AN ANGLE OF 30 DEGREES MAXIMUM FROM THE VERTICAL. THE PERMITTED PROJECTION OF THE NOSING SHALL BE 1 INCHES (25mm) MAXIMUM BEYOND THE TREAD BELOW.
 - HANDRAILS SHALL BE PROVIDED ON BOTH SIDES OF STAIRS.
 - OUTDOOR STAIRS AND OUTDOOR APPROACHES TO STAIRS SHALL BE DESIGNED SO THAT WATER WILL NOT ACCUMULATE ON WALKING SURFACES.
- HANDRAIL REQUIREMENTS**
- HANDRAILS SHALL BE PROVIDED ON BOTH SIDES OF STAIRS AND RAMP.
 - HANDRAILS SHALL BE CONTINUOUS WITHIN THE FULL LENGTH OF EACH STAIR FLIGHT OR RAMP RUN. INSIDE HANDRAILS OR SMOOTH BACK OR DOUBLE STAIRS OR RAMPS SHALL BE CONTINUOUS BETWEEN FLIGHTS OR RUNS.
 - TOP GRIPPING SURFACES OF HANDRAILS SHALL BE 34 INCHES (863mm) MINIMUM AND 38 INCHES (965mm) MAXIMUM VERTICALLY ABOVE STAIR NOSINGS AND RAMP SURFACES. HANDRAILS SHALL BE AT A CONSISTENT HEIGHT ABOVE STAIR NOSINGS AND RAMP SURFACES.
 - CLEAR SPACE BETWEEN HANDRAIL AND WALL SHALL BE 1 INCH (25mm) MINIMUM.
 - GRIPPING SURFACES SHALL BE CONTINUOUS WITHOUT INTERRUPTION BY NEW POSTS. OTHER CONSTRUCTION ELEMENTS, OR DISTRIBUTIONS, EXCEPT: CIRCULAR BRACKETS OR BALUSTERS ATTACHED TO THE BOTTOM SURFACE OF THE HANDRAIL SHALL NOT BE CONSIDERED OBSTRUCTIONS PROVIDED THEY COMPLY WITH THE FOLLOWING CRITERIA:
A. NOT MORE THAN 20 PERCENT OF THE HANDRAIL LENGTH IS OBSTRUCTED.
B. HORIZONTAL PROJECTIONS BEYOND THE SIDES OF THE HANDRAIL OCCUR 2 INCHES (50mm) MINIMUM BELOW THE BOTTOM OF THE HANDRAIL AND EDGES HAVE A 1 INCH (25mm) MINIMUM RADIUS.
C. HANDRAILS SHALL HAVE A CIRCULAR CROSS SECTION WITH AN OUTSIDE DIAMETER OF 1 1/4" OR 1 1/2" (32mm) MINIMUM AND 3 INCH (76mm) MINIMUM OR SHALL PROVIDE EQUIVALENT GRASPABILITY. EXCEPT: HANDRAILS WITH OTHER SHAPES SHALL BE PERMITTED PROVIDED THEY HAVE A DIAMETER DIMENSION OF 4 INCH (100mm) MINIMUM AND A 3/8 INCH (9.5mm) MINIMUM AND PROVIDED THEIR LARGEST CROSS SECTION DIMENSION IS 2 1/2 INCH (63.5mm) MAXIMUM.
 - HANDRAILS AND ANY WALL OR OTHER SURFACES ADJACENT TO THEM SHALL BE FREE OF ANY SHARP OR ABRAISIVE ELEMENTS. EDGES SHALL HAVE A 1 INCH (25mm) MINIMUM RADIUS.
 - HANDRAILS SHALL NOT ROTATE WITHIN THEIR FITTINGS.
 - HANDRAILS FOR STAIRS AND RAMPS SHALL HAVE EXTENSIONS:
A. EXTENSIONS ARE NOT REQUIRED FOR CONTINUOUS HANDRAILS AT THE INSIDE MINIMUM OF THE INSIDE ROUTE (HEREIN).
B. IN ALTERATIONS FULL EXTENSIONS OF HANDRAILS SHALL NOT BE IMPOSSIBLE DUE TO PLAN CONFIGURATION.
 - RAMP HANDRAILS SHALL EXTEND HORIZONTALLY 12 INCHES (305mm) MINIMUM BEYOND OF RAMP RUNS SUCH EXTENSION SHALL RETURN TO WALL GUARD OR THE WALKING SURFACE OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT RAMP RUN.
 - AT THE TOP OF A STAIR FLIGHT HANDRAILS SHALL EXTEND HORIZONTALLY ABOVE THE LANDING FOR 12 INCHES (305mm) MINIMUM BEGINNING DIRECTLY ABOVE THE FIRST RISER NOSING. SUCH EXTENSIONS SHALL RETURN TO A WALL, OR AT LEAST TWO INCHES (50mm) SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT STAIR FLIGHT.
 - AT THE BOTTOM OF THE STAIR FLIGHT HANDRAILS SHALL EXTEND AT LEAST EQUAL TO ON TREAD DEPTH BEYOND THE LAST RISER NOSING. EXTENSIONS SHALL RETURN TO A WALL, GUARD, OR THE LANDING ADJACENT STAIR FLIGHT.

NO.	DATE	REV. BY	DESCRIPTION

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING
PEDESTRIAN ACCESS DETAILS STAIRWAY AND HANDRAILS
APPROVED: [Signature] DATE: 1-13-17
608-001-11 608-11 of 12 Sheet 608-11



- ACCESSIBLE ROUTES**
- ACCESSIBLE EXTERIOR ROUTES SHALL BE PROVIDED FROM TRANSPORTATION STOP, ACCESSIBLE PARKING AND ACCESSIBLE PASSENGER LOADING ZONES AND PUBLIC FACILITIES TO AND THROUGH THE BUILDING ENTRANCE TO A VEHICLE PICK-UP SPACE. ACCESSIBLE SPACES SHALL BE LOCATED ON THE SHORTEST ACCESSIBLE ROUTE OF TRAVEL FROM ADJACENT PARKING TO AN ACCESSIBLE BUILDING ENTRANCE OR FACILITY.
- ACCESSIBLE PARKING REQUIREMENTS:**
1. EACH FACILITY SHALL PROVIDE ACCESSIBLE PARKING SPACES IN COMPLIANCE WITH THE FOLLOWING TABLE:
- | TOTAL PARKING SPACES | TOTAL REQUIRED ACCESSIBLE PARKING SPACES | NUMBER REQUIRED TO BE VAN ACCESSIBLE |
|----------------------|--|--------------------------------------|
| 1-25 | 1 | 1 |
| 26-50 | 2 | 1 |
| 51-100 | 3 | 1 |
| 101-200 | 4 | 1 |
| 201-500 | 6 | 2 |
| 501-1000 | 12 | 4 |
| 1001-1500 | 18 | 6 |
| OVER 1500 | 20 | 8 |
- 20 SPACES PLUS 1 SPACE FOR EVERY 100 SPACES, OR FRACTION THEREOF, OVER 1000
- 1 OF EVERY 4 ACCESSIBLE PARKING SPACES, OR FRACTION THEREOF
2. CAR SPACES SHALL BE 94 INCHES (2400mm) WIDE MINIMUM AND VAN PARKING SPACES SHALL BE 132 INCHES (3350mm) WIDE MINIMUM. VAN ACCESSIBLE SPACES SHALL BE 132 INCHES (3350mm) WIDE MINIMUM AND 94 INCHES (2400mm) WIDE MINIMUM.
3. ACCESSIBLE ROUTES SERVING PARKING SPACES SHALL CONNECT TO THE BUILDING OR FACILITY ENTRANCE BY AN ACCESSIBLE SIDEWALK. TWO PARKING SPACES SHALL BE PERMITTED TO SHARE A COMMON ACCESSIBLE ROUTE. THE VAN ACCESSIBLE ROUTE SHALL BE PERMITTED TO BE AT THE RIGHT SIDE OF THE PASSENGER SIDE OF THE PARKING SPACE. VAN ACCESSIBLE SIDEWALK IS 60 INCHES (1525mm) MINIMUM WIDE. VAN ACCESSIBLE SIDEWALK SHALL BE AT LEAST 7 FEET (2135mm) CLEAR TO THE BOTTOM OF THE STAIR OR RAMP. VAN ACCESSIBLE SIDEWALK SHALL FOLLOW THE ADJACENT ROAD PROFILE (GRADE) PARALLEL TO THE ADJACENT ROAD PROFILE. VAN ACCESSIBLE SIDEWALK SHALL NOT REDUCE THE MINIMUM 48 INCH (1219mm) CLEAR WIDTH OF AN ACCESSIBLE ROUTE.
4. ACCESSIBLE ROUTES SERVING CAR PARKING SPACES SHALL BE 60 INCHES (1525mm) WIDE MINIMUM. ACCESSIBLE ROUTES SERVING VAN PARKING SPACES SHALL BE 94 INCHES (2400mm) WIDE MINIMUM.
5. ACCESSIBLE ROUTES SHALL EXTEND THE FULL LENGTH OF THE PARKING SPACES THEY SERVE.
6. PARKING SPACES AND ACCESSIBLE ROUTES SHALL HAVE SURFACE SLOPES NOT STEEPER THAN 5:1. ACCESSIBLE ROUTES SHALL BE AT THE SAME LEVEL AS THE PARKING SPACES THEY SERVE.
7. PARKING SPACES FOR VANS SHALL HAVE A VERTICAL CLEARANCE OF 84 INCHES (2135mm) MINIMUM AT THE SPACE AND ALONG THE VEHICULAR ROUTE (HEREIN).
8. EACH ACCESSIBLE PARKING SPACE SHALL BE IDENTIFIED BY A SIGN ON A POST. SIGNS SHALL INCLUDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY. THE CLEARANCE TO THE BOTTOM OF THE SIGN SHALL BE AT LEAST 7 FEET (2135mm) MINIMUM. THE CLEARANCE TO THE TOP OF THE SIGN SHALL BE AT LEAST 7 FEET (2135mm) MINIMUM. THE CLEARANCE TO THE BOTTOM OF THE SIGN SHALL BE AT LEAST 7 FEET (2135mm) MINIMUM. THE CLEARANCE TO THE TOP OF THE SIGN SHALL BE AT LEAST 7 FEET (2135mm) MINIMUM. THE CLEARANCE TO THE BOTTOM OF THE SIGN SHALL BE AT LEAST 7 FEET (2135mm) MINIMUM. THE CLEARANCE TO THE TOP OF THE SIGN SHALL BE AT LEAST 7 FEET (2135mm) MINIMUM.
9. PARKING SPACE AND ACCESSIBLE ROUTES SHALL HAVE OSHA SAFETY BLUE STRIPING. STRIPING SHALL BE 4 INCHES (100mm) WIDE. ACCESSIBLE STRIPING SHALL BE 30 INCHES (760mm) ON CENTER. ACCESSIBLE STRIPING SHALL HAVE THE WORD "NO PARKING" IN CAPITAL LETTERS OF WHICH SHALL BE AT LEAST ONE FOOT HIGH AND AT LEAST TWO INCHES WIDE PLACED AT THE REAR OF THE PARKING SPACE AS TO BE CLOSE TO VEHICLE OR TOWING VEHICLES. NEAR TREES WOULD BE PLACED.
10. EACH ACCESSIBLE PARKING SPACE SHALL INCLUDE CENTERED AT THE FOOT OF THE PARKING SPACE A DETECTABLE WARNING SURFACE TO BE CLEARLY VISIBLE WHEN THE SPACE IS OCCUPIED.

NO.	DATE	REV. BY	DESCRIPTION

NEW MEXICO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING
PEDESTRIAN ACCESS DETAILS PARKING AND PASSENGER LOADING ZONES
APPROVED: [Signature] DATE: 1-13-17
608-001-12 608-12 of 12 Sheet 608-12

