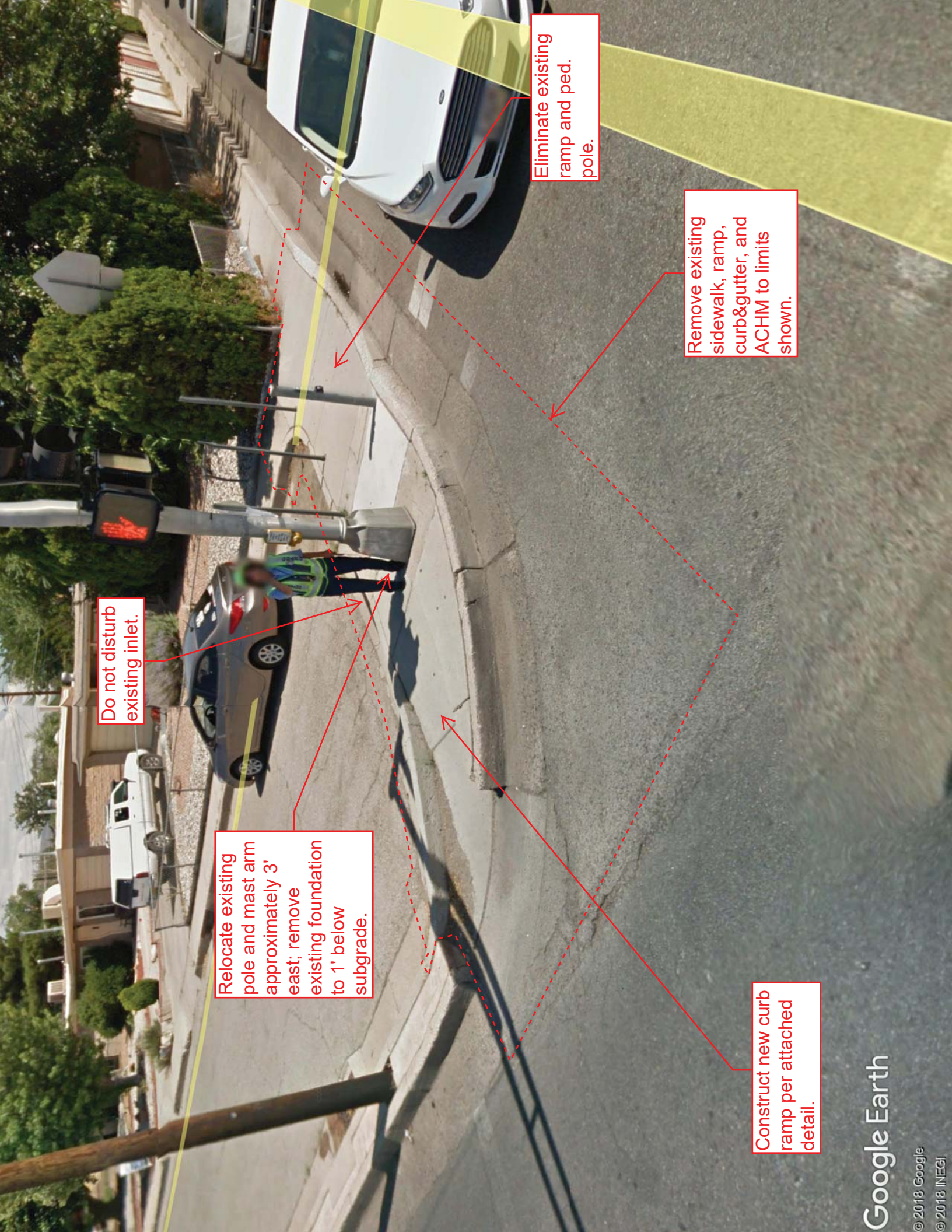




Work Location



Eliminate existing ramp and ped. pole.

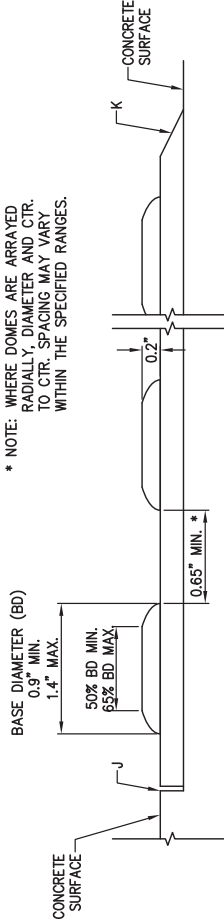
Remove existing sidewalk, ramp, curb&gutter, and ACHM to limits shown.

Do not disturb existing inlet.

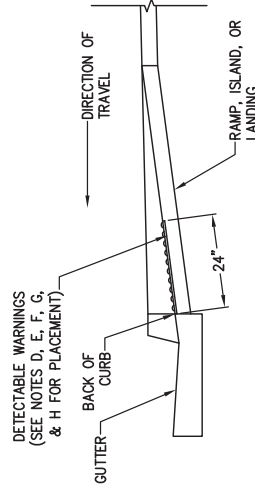
Relocate existing pole and mast arm approximately 3' east; remove existing foundation to 1' below subgrade.

Construct new curb ramp per attached detail.

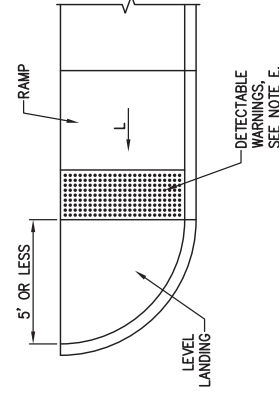
* NOTE: WHERE DOMES ARE ARRAYED
RADIALLY, DIAMETER AND CTR.
TO CTR. SPACING MAY VARY
WITHIN THE SPECIFIED RANGES.



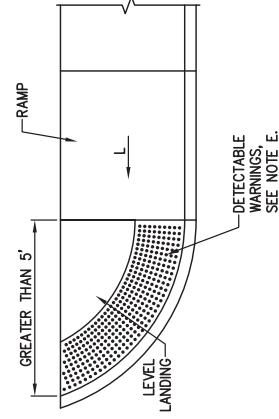
DOMES SIZE AND SPACING



PLACEMENT



PLACEMENT ON PERPENDICULAR CURB RAMPS



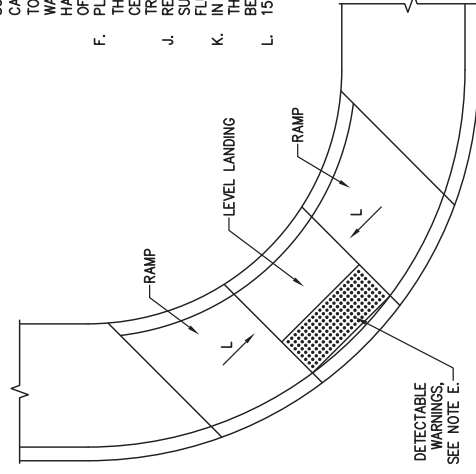
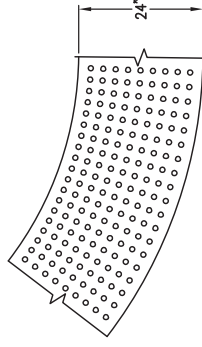
GENERAL NOTES

1. PROVIDE DETECTABLE WARNINGS ON ANY CURB RAMP OR LANDING WHERE THE ACCESSIBLE ROUTE CROSSES A ROADWAY. DETECTABLE WARNINGS ARE NOT REQUIRED AT DRIVEWAYS UNLESS THE DRIVEWAY IS PROVIDED WITH TRAFFIC CONTROL DEVICES OR IS PERMITTED TO OPERATE LIKE A PUBLIC STREET AS DETERMINED BY THE CITY ENGINEER.
2. SELECT A DETECTABLE WARNING SURFACE THAT CONTRASTS VISUALLY (LIGHT-ON-DARK OR DARK-ON-LIGHT) WITH ADJACENT SURFACES.
3. IN NEW CONSTRUCTION, INSTALL CAST-IN-PLACE DETECTABLE WARNING PLATES, PANELS, TILES, OR PAVERS. IN RETROFITS, INSTALL SURFACE-APPLIED DETECTABLE WARNING PANELS WITH BEVELED EDGES.

CONSTRUCTION NOTES

- A. INSTALL DETECTABLE WARNING SURFACE SO THAT IT EXTENDS 24" IN THE DIRECTION OF TRAVEL FOR THE FULL WIDTH (NOT INCLUDING SIDE FLARES) OF THE RAMP OR LANDING.
- B. PLACE DETECTABLE WARNINGS SO THAT THE ROWS OF TRUNCATED DOMES ARE ALIGNED PERPENDICULAR OR RADIAL TO THE GRADE BREAK BETWEEN THE RAMP OR LANDING AND THE ROADWAY.
- C. ON PERPENDICULAR CURB RAMPS, IF BOTH ENDS OF THE BOTTOM GRADE BREAK ARE 5' OR LESS FROM THE BACK OF CURB, PLACE DETECTABLE WARNINGS ON THE RAMP SURFACE AT THE GRADE BREAK. IF EITHER END OF THE BOTTOM GRADE BREAK IS GREATER THAN 5' FROM THE BACK OF CURB, PLACE DETECTABLE WARNINGS ON THE LOWER LANDING.
- D. ON LANDINGS, PLACE DETECTABLE WARNINGS AT THE BACK OF CURB.
- E. ON CUT-THROUGH ISLANDS, PLACE DETECTABLE WARNINGS IN LINE WITH THE BACK OF CURB IF DETECTABLE WARNING SURFACES ON THE ENTRANCE AND EXIT SIDES OF THE ISLAND CAN BE SEPARATED BY 2' MIN. OF WALKWAY. IF NECESSARY TO ACHIEVE 2' MIN. SEPARATION, PLACE DETECTABLE WARNINGS IN LINE WITH THE FACE OF CURB. IF THE ISLAND HAS NO CURB, PLACE DETECTABLE WARNINGS AT THE EDGE OF ROADWAY.
- F. PLACE DETECTABLE WARNINGS AT RAIL CROSSINGS SO THAT THE EDGE NEAREST THE RAIL IS 6' TO 15' FROM THE CENTERLINE OF THE NEAREST RAIL. ALIGN ROWS OF TRUNCATED DOMES PARALLEL TO THE DIRECTION OF TRAVEL.
- J. RECESS OR CAST-IN DETECTABLE WARNINGS SO THAT THE SURFACE TO WHICH THE TRUNCATED DOMES ARE ATTACHED IS FLUSH WITH THE ADJACENT CONCRETE.
- K. IN RETROFITS, DETECTABLE WARNING MAT MAY BE BONDED TO THE SURFACE OF THE CONCRETE IF THE MAT EDGE IS BEVELED WITH A MAXIMUM SLOPE OF 2h:1v.
- L. 15H:1V MAX. SLOPE.

PLAN VIEW



PLACEMENT ON PARALLEL CURB RAMPS

REVISIONS	CITY OF ALBUQUERQUE
	PAVING
	DETECTABLE WARNINGS
	DWG. A

Figure 3C-1. Object Markers and End-of-Roadway Markers



Remove existing signs and posts.

Install three new OM4-1 object markers and posts 1' east of lip of curb, spaced evenly across roadway.