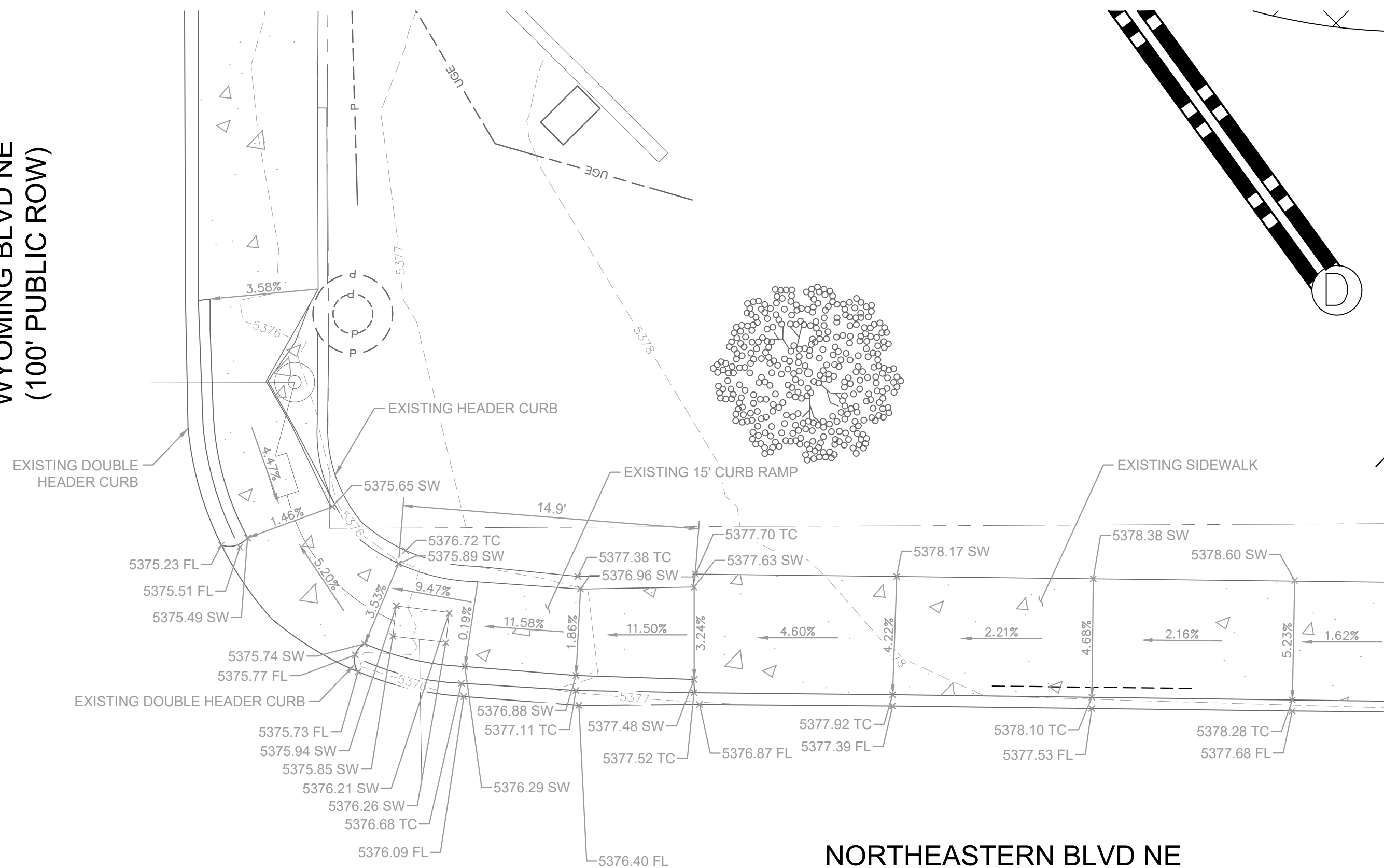


Date: February 05, 2025 -- 8:33am / User: SydneyProffitt
Path: K:\SEA_Civil\SEA-US\020100000 - Starbucks ALBUQ CAD\Plan Sheets\A-B-Built\Curb Ramp Exhibit FROM INSPECTION.dwg

WYOMING BLVD NE
(100' PUBLIC ROW)

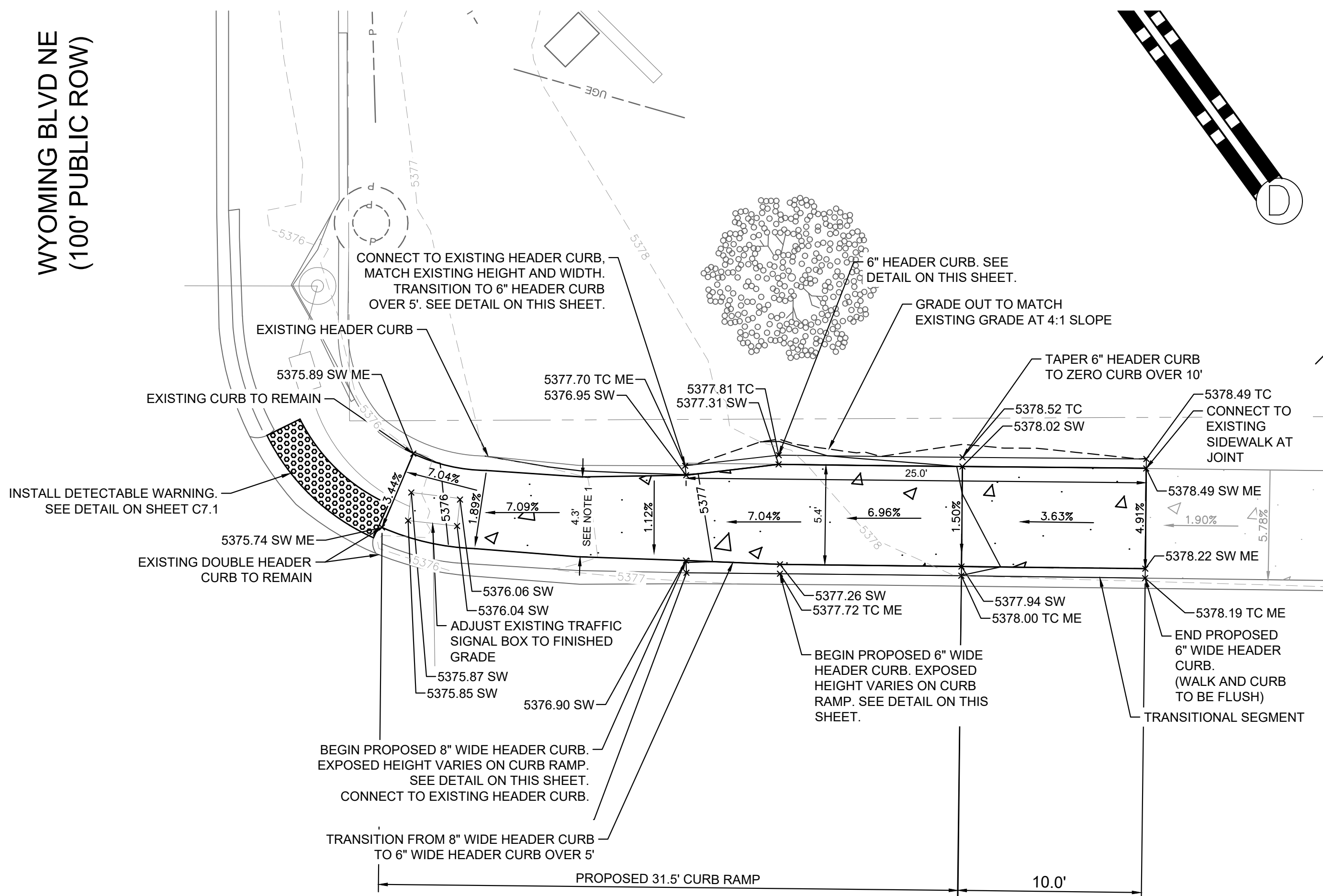


NORTHEASTERN BLVD NE
(86' PUBLIC ROW)

1

EXISTING CURB RAMP
GRADING DETAIL

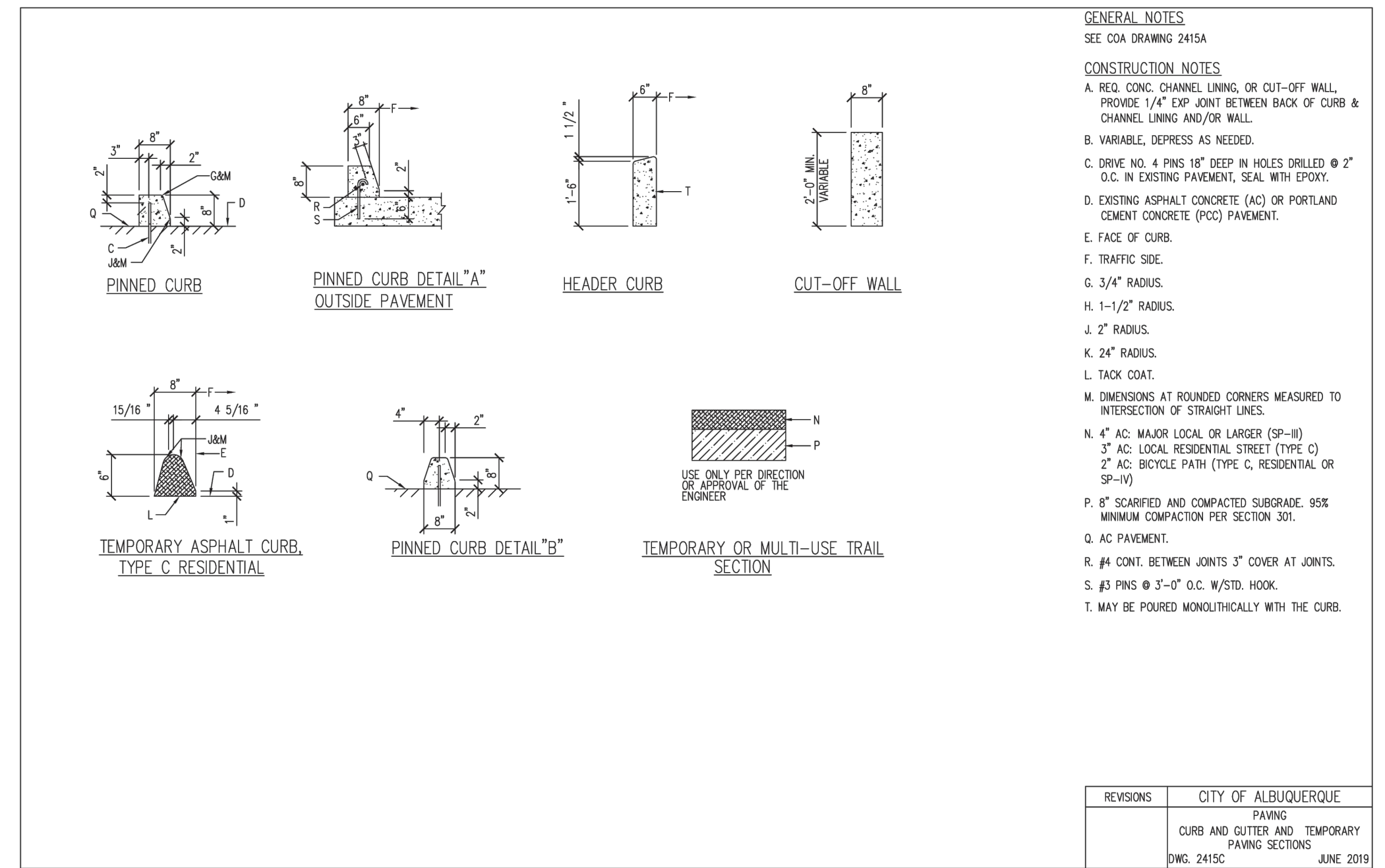
WYOMING BLVD NE
(100' PUBLIC ROW)



NORTHEASTERN BLVD NE
(86' PUBLIC ROW)

2

CURB RAMP IMPROVEMENTS
GRADING DETAIL



ADA COMPLIANCE AND TECHNICAL INFEASIBILITY NOTE

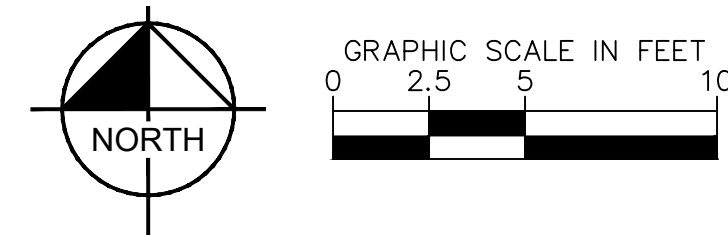
THE FOLLOWING SECTIONS OF PROWAG WERE UTILIZED IN THE DESIGN OF THIS AREA:

R202.2 CONNECTION TO PEDESTRIAN CIRCULATION PATH
WHERE PEDESTRIAN FACILITIES ARE ALTERED, THEY SHALL BE CONNECTED BY A PEDESTRIAN ACCESS ROUTE COMPLYING WITH R302 TO AN EXISTING PEDESTRIAN CIRCULATION PATH. A TRANSITIONAL SEGMENT MAY BE USED IN THE CONNECTION.

R203.3 PEDESTRIAN CIRCULATION PATHS
PEDESTRIAN ACCESS ROUTES COMPLYING WITH R302 SHALL BE PROVIDED WITHIN PEDESTRIAN CIRCULATION PATHS, INCLUDING SIDEWALKS AND SHARED USE PATHS. TRANSITIONAL SEGMENTS MAY BE USED TO CONNECT NEW OR ALTERED PEDESTRIAN ACCESS ROUTES TO EXISTING PEDESTRIAN CIRCULATION PATHS, AND THE DIFFERENCES BETWEEN ADJACENT SURFACE CHARACTERISTICS SHALL BE MINIMIZED TO PROVIDE A SMOOTH TRANSITION.

R302.5.4 PHYSICAL CONSTRAINTS
WHERE COMPLIANCE WITH R302.5.1 OR R302.5.2 IS NOT PRACTICABLE DUE TO EXISTING TERRAIN OR INFRASTRUCTURE, RIGHT-OF-WAY AVAILABILITY, A NOTABLE NATURAL FEATURE, OR SIMILAR EXISTING PHYSICAL CONSTRAINTS, COMPLIANCE IS REQUIRED TO THE EXTENT PRACTICABLE.

PROPOSED CURB RAMP IMPROVEMENTS SHOWN IN GRADING DETAIL 2 MEET PROWAG SECTION R304.3 (PARALLEL CURB RAMPS) TO THE EXTENT PRACTICABLE FOR THE EXISTING CONDITIONS AT THE INTERSECTION OF NORTHEASTERN BLVD NE AND WYOMING BLVD NE. THE EXISTING CURB RAMP IN THE NORTHEAST CORNER OF THE INTERSECTION AND SIDEWALK ALONG NORTHEASTERN BLVD NE ARE NONCOMPLIANT(REFER TO GRADING DETAIL 1) IN REGARDS TO BOTH CROSS SLOPE (2% MAX) AND RUNNING SLOPE (8.3% MAX). IN ORDER TO BRING THE CURB RAMP RUNNING SLOPE ALONG NORTHEASTERN BLVD NE INTO COMPLIANCE WITH PROWAG AND TO MEET THE CITY OF ALBUQUERQUE PREFERRED CURB RAMP RUNNING SLOPE OF 7%, THE LENGTH OF THE CURB RAMP RUN HAS BEEN INCREASED FROM 15' TO 31.5'. A TRANSITIONAL SIDEWALK SEGMENT HAS BEEN ADDED OVER THE LENGTH OF 10' TO CONNECT THE END OF THE CURB RAMP TO THE EXISTING SIDEWALK. THE EXISTING SIDEWALK IS A NONCOMPLIANT CROSS SLOPE AND THEREFORE A LENGTH OF TRANSITION OF 10' WAS USED TO PROVIDE A SMOOTH TRANSITION BETWEEN THE CROSS SLOPES. PERPENDICULAR CURB RAMPS ARE NOT FEASIBLE IN THIS LOCATION DUE TO THE EXISTING SINGLE CROSSWALK LOCATION, EXISTING MEDIANS ON WYOMING AVE, AND EXISTING TRAFFIC SIGNAL POLE. FULL COMPLIANCE WITH PROWAG FOR THE ENTIRE DESIGN IS TECHNICALLY INFEASIBLE DUE TO EXISTING STREET SLOPES, EXISTING SIDEWALK CROSS SLOPES, EXISTING ROW WIDTH, AND THE EXISTING STREET CONDITIONS NOTED.



STARBUCKS ALBUQUERQUE

RAMP IMPROVEMENTS EXHIBIT ALONG WYOMING BLVD
NW AND NORTHEASTERN BLVD NE

Kimley»Horn

