

SAN JUAN COUNTY ROAD POLICY



REVISED NOVEMBER 12, 2024

PREFACE

THE SAN JUAN COUNTY ROAD POLICY was adopted by the Board of County Commissioners of San Juan County, New Mexico on June 21, 1995, revised by the Board on February 20, 1997, June 19, 1997, March 2, 1998, September 4, 2002, May 24, 2006, May 19, 2009, August 6, 2013, and November 12, 2024.

THE SAN JUAN COUNTY ROAD POLICY is a policy of the elected body of the Board of County Commissioners of San Juan County, New Mexico. Anyone may propose amendments to this policy by addressing such a request to the San Juan County Executive Officer at 100 S. Oliver Drive, Aztec, New Mexico, 87410.

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SAN JUAN COUNTY ROAD POLICY

SECTION 1 GENERAL PROVISIONS AND PURPOSE

The purpose of this document is to establish simple procedures for the orderly and uniform administration of the San Juan County road system, and to establish standards for design, construction and maintenance of safe and durable roads.

SECTION 2 APPLICABILITY

This document applies to all County roads located within the unincorporated areas of San Juan County, New Mexico, except those roads lying within the exterior boundaries of the Navajo Nation Indian Reservation. This document also applies to the platting, design and maintenance of any road within a subdivision, in conjunction with the requirements of the New Mexico Subdivision Act, N.M.S.A. 1978, §§ 47-6-1, et seq. (as amended), and the San Juan County Subdivision Regulations (as amended).

SECTION 3 ROAD MAINTENANCE

Only roads which have been classified for maintenance pursuant to this document shall be maintained by the County. Although the County shall endeavor to maintain each classified road in the best possible condition, maintenance of any road is contingent on adequate funding and the limitations of manpower, weather and equipment. Accordingly, this document shall not be construed as making any representation, warranty, guarantee or promise that any road, regardless of classification, will be maintained to any particular standard.

SECTION 4 MAINTENANCE CLASSIFICATION

A. COUNTY MAINTAINED ROAD

County Maintained Road is a road that has been accepted for full County maintenance. Each County Maintained Road is assigned a number and marked with a blue and gold sign. Services on such roads may include routine maintenance, dust control, replacement of base course, installation and repair of drainage structures, snow removal, pothole repair, bridge construction and repair, signage, resurfacing, weed control and mowing.

B. LESSER COUNTY MAINTAINED ROAD

A Lesser County Maintained Road is a road that has been accepted for limited County maintenance. Each Lesser County Maintained Road is assigned a number and marked with a blue and gold sign with an "LCM" at the bottom. Services on such roads shall be

one initial application of gravel (if necessary) and blading twice a year thereafter, as needed. Any additional maintenance or repair will be at the direction of the County Executive Officer. On May 19, 2009, the Board of County Commissioners removed the Lesser County Maintained Road reclassification portion from the Road Policy. As of May 19, 2009, having a road reclassified to a Lesser County Maintained Road will not be considered. The procedure for upgraded reclassification of a Lesser County Maintained Road to a County Maintained Road is described in Section 6 – Reclassification.

C. NON-COUNTY MAINTAINED ROAD

A Non-County Maintained Road is a road that has not been accepted for County maintenance. Each Non-County Maintained Road is assigned a number by Rural Addressing for E911 compliance and marked with a red and white sign. A Non-County Maintained Road may be a public road or a private road. Private roads and other roads that have not been accepted for County maintenance are Non-County Maintained roads for purposes of this paragraph. The County shall not maintain any Non-County Maintained Road. The procedure for reclassification of a Non-County Maintained Road to a County Maintained Road is described in Section 6 – Reclassification.

SECTION 5 INITIAL CLASSIFICATION

Each County road shall be initially classified by the Public Works Department according to its maintenance status, except for a road within a subdivision, whose classification shall be assigned during the subdivision approval process according to the procedures and requirements of the San Juan County Subdivision Regulations, as amended.

SECTION 6 RECLASSIFICATION

A. PROCEDURE

A County road may be assigned to a different maintenance classification only by following the procedure set forth herein.

- 1. INITIATING RECLASSIFICATION** - Any member of the public with real property interest in a road, (“the Applicant”), may apply for its reclassification. The application shall be on the form attached as Appendix A. Alternatively, a request for reclassification may be initiated by the Board of County Commissioners, in which case no application shall be necessary.
- 2. RESEARCH AND INVENTORY** - The Public Works Department will assist the Applicant in researching the ownership and/or property rights of any road whose reclassification is requested. The Applicant shall provide in the form of a petition or letter of interest each property owner’s position on the

proposed reclassification. The Public Works Department shall review the supporting documentation as required by Appendix A as provided by the Applicant. The Public Works Department shall also visit the site, measure the road, evaluate its condition, evaluate any drainage or other maintenance risks, determine the location of above-ground or underground utilities, conduct a traffic study, as applicable, determine any driving hazards, and determine the primary use of the road,

3. **PREPARE REPORT AND RECOMMENDATIONS.** --- Based on its study of the requested application for reclassification, the Public Works Department shall prepare a report which addresses the condition of the road, its estimated annual maintenance cost, need for reclassification, availability of right-of-way, and any engineering/construction deficiencies or conditions discovered during its research and inventory. The Public Works Department shall indicate in the report whether its preliminary investigation indicates the road meets the conditions and standards in Appendix A and Appendix C to be considered for approval, or approval with conditions. A copy of the report shall be provided to the Applicant. Only applications meeting the standards in Appendix A and Appendix C for approval or conditional approval will be presented to the Board of County Commissioners for consideration.
4. **ACQUIRE RIGHT-OF-WAY –**
 - a. **County Maintained Road** - If no public right-of-way easement exists, each landowner with an interest in a road proposed for County Maintained status shall be required to execute a deed of easement in form approved by the County Attorney. If consideration is demanded by any landowner, the demand shall be presented to the Board of County Commissioners before proceeding further. Any survey work and closing costs associated with this process shall be paid by the applicant or applicants. All property rights acquired pursuant to this Section shall be properly filed and recorded with the County Clerk, but only after execution of the Resolution of Final Approval.
 - b. **Lesser County Maintained Road** - On May 19, 2009, the Board of County Commissioners removed the Lesser County Maintained Road reclassification portion from the Road Policy. As of May 19, 2009, having a road reclassified as a Lesser County Maintained Road will not be considered.
5. **ENVIRONMENTAL ASSESSMENT** - An environmental assessment shall be conducted on each road where reclassification to a County maintained classification is sought. The cost of the environmental assessment shall be borne by the Applicant.

6. **FINAL DECISION** - A copy of the request for reclassification, report from the Public Works Department, right-of-way documents, and the environmental assessment shall be submitted to the Board of County Commissioners, who shall make the final decision. In considering a request, the Board of County Commissioners shall consider the reclassification standards set forth at Section 6 (C) herein. If the request is approved, the Board shall execute a Resolution of Approval, which shall include the number, composition, length, condition and location of the road. The Board of County Commissioners may condition its approval upon completion of improvements or execution of documents. Any such conditions shall be set forth in the Resolution of Approval and shall be accepted by the applicant in writing. Conditional approval shall become void six months from the date of the Resolution of Conditional Approval if all conditions are not met, and the road shall automatically revert to its previous classification without further action.

7. **SIGNAGE, MAINTENANCE CHANGE, MAP ENTRY** - After execution of the Resolution of Approval, County staff shall indicate any reclassification on official San Juan County road maps and on other San Juan County official publications, make any necessary change in signage, and modify the maintenance schedule as necessary.

B. EXCEPTIONS

The reclassification procedure set forth herein for reclassification of County roads shall not apply to any road whose reclassification is mandated by a court of competent jurisdiction, changes in classification required by repair or construction work, or as a result of an emergency. The reclassification procedure set forth herein shall not apply to abandonment of County roads, which are governed by the standards and procedures set forth in N.M.S.A. 1978, § 67-5-4 (as amended).

C. RECLASSIFICATION STANDARDS

In considering a request for reclassification, the Board of County Commissioners shall consider the use of the road, its condition, annual maintenance cost, any particular maintenance problems identified by the Public Works Department, future needs, emergency access, availability and cost of right-of-way, alternate access routes to the same area, any other legal considerations, damage or benefits which may accrue to any person(s) as a result of the proposed reclassification, and any demonstrated economic benefit. The Board of County Commissioners may accept the request in-whole or in-part, or may designate only a portion of a road for reclassification.

However, no road may be considered for reclassification as a County Maintained Road by the San Juan County Commission if the road is not constructed according to the standards set forth in the County's Standard Specifications For Road Construction, Appendix C, unless (1) a special assessment district is to be created according to Section 6(D), below, or (2) acceptable conditions of approval and an associated improvements agreement has been executed by the Applicant. Nor shall any road be reclassified for any County maintenance classification if maintenance is impossible, dangerous or unreasonably costly. Nor shall any road be reclassified for County maintenance if environmental problems are identified in the environmental assessment.

D. SPECIAL ASSESSMENT DISTRICTS

Any road for which reclassification is sought which does not at the time of application meet the standards set forth in Section 6(C), above, may be reclassified contingent upon creation of a special assessment district to finance necessary road improvements. Any road improvements such as paving, drainage improvements, or other such improvements that are requested by the public that are not currently planned or budgeted by the County may also be financed by the creation of a special easement district. Creation of the special assessment district shall be subject to statutory requirements, including N.M.S.A. 1978, §§ 67-4-20 through 67-4-24 (as amended) and N.M.S.A. 1978, §§ 3-33-1 through 3-33-43 (as amended).

SECTION 7 ROUTINE ADMINISTRATION OF THE ROAD NETWORK

On an annual basis, the Administrator of the Public Works Department shall present a report to the Board of County Commissioners for its consideration and approval which certifies to the Secretary of the New Mexico Department of Transportation the total mileage, names, route and location of public roads maintained by San Juan County, pursuant to N.M.S.A., Section 67-3-28.3 (Supp. 1995). As part of the presentation, the Administrator of Public Works will report to the Commissioners the total miles of County-maintained roads in the network, any additions and/or deletions and estimated maintenance cost of the network.

Also on an annual basis, the Administrator of Public Works shall present a resolution to the Board of County Commissioners for its consideration and approval which authorizes the submission of an application to the New Mexico Department of Transportation for assistance from the Local Government Road Fund to perform necessary repair of and construction of roads in San Juan County, authorizing the expenditure of matching funds for categories of the Local Government Road Fund (i.e., CAP, CO-OP, and School Bus Routes) and recommend projects on which the funds may be used.

SECTION 8 MISCELLANEOUS PROVISIONS

A. OBSTRUCTION OF, DAMAGE TO, OR WORK ON COUNTY ROADS

It is unlawful to obstruct or damage public roads (N.M.S.A. 1978, §§ 67-7-1 and 67-7-2). No objects will be allowed on, or within 12 feet of, the driving surface that may interfere with the safety of persons or vehicles utilizing a County road. Fences, locked gates and other obstructions are prohibited on all County maintained and Lesser County maintained roads or rights-of-way.

Private parties or organizations shall not perform any type of construction or other activity such as, but not limited to, utility installation, or constructing a driveway/road intersection without first applying for and securing authorization from the San Juan County Public Works Department, thereafter complying fully with all provisions and standards set forth in the authorization. This provision may be waived only in the event of an emergency; however, the County shall be notified via a phone call (505-334-4520) or email (roadpermits@sjcounty.net) within 24 hours of the emergency and a follow-up authorization will be required within 5 business days. See Appendix D.

B. PAVEMENT, GRAVEL, CULVERTS, CATTLEGUARDS, WEED CONTROL, TRAFFIC SIGNS/PAVEMENT MARKINGS AND STREET LIGHTING

The County may pave, gravel, install culverts, install cattleguards, perform weed control, install signs, stripe and install street lighting on any County maintained road or public right-of-way at its discretion. Upon citizen request, the County may perform any of the above if it is determined to be necessary and is in the best interest of the County. Any requested improvements will be prioritized based on need and will be contingent upon available funding, manpower and equipment.

Any road improvements such as paving, drainage improvements, or other such improvements that are requested by the public that are not currently planned or budgeted by the County may also be financed by the creation of a special easement district. Creation of the special assessment district shall be subject to statutory requirements, including N.M.S.A. 1978, -§§ 67-4-20 through 67-4-24 (as amended) and N.M.S.A. 1978, §§ 3-33-1 through 3-33-43 (as amended).

1. **PAVEMENT** - Currently paved roads will be maintained at that level including asphalt patching and resurfacing when determined to be necessary by the County.
2. **GRAVEL** - Currently graveled roads will be maintained at that level including routine blading and dust control when determined to be necessary by the County.

3. **CULVERTS** - Culverts will be installed in such a manner as to align with the historic or established drainage. However, this does not imply that San Juan County is responsible to maintain the drainage channel beyond the limits of the right-of-way easement. Only in the event it is determined that such maintenance of the drainage channel would directly benefit the County and the County has received permission and indemnification from the property owners would the County consider performing work.

On County Maintained roads, installation of new culverts which cross private driveways are the responsibility of the landowner. All new culverts must first be permitted in accordance with Appendix D. The County will not assume responsibility for future maintenance of the culvert unless first accepted in accordance with Appendix D.

On Lesser County Maintained Roads, installation and all future maintenance of culverts which cross private driveways is the responsibility of the landowner.

4. **CATTLEGUARDS** - The installation of cattleguards on County maintained and lesser County maintained roads that define property lines and are not intended to enhance public safety will be the responsibility of the landowner.

On County maintained roads, the requesting landowner shall be required to reimburse the County for the cost of the item and its installation cost. The County shall install the cattleguard to its specifications and shall assume responsibility for any future maintenance of the unit.

On lesser County maintained roads, the requesting landowner shall be responsible for the installation and any future maintenance of the unit.

No cattleguards will be permitted on County maintained or lesser County maintained roads that do not meet the Public Works Department's minimum specifications. No maintenance of cattleguards on County maintained or Lesser County maintained roads will be permitted unless first authorized (see Authorization Form, Appendix D) by the Public Works Department. All maintenance must be fully inspected by the Public Works Department after completion.

5. **WEED CONTROL** – The County may use herbicides and mowing as part of its weed management program. The use of herbicides and mowing on County road rights-of-way will be at the discretion of the Administrator of Public Works.

- a. **Herbicides** - Herbicides may be used to inhibit and/or prevent weed, shrub and tree growth on County road rights-of-way. Herbicides may also be used in an effort to control noxious weeds on County road rights-of-way.

The County can, at the discretion of the Administrator of Public Works, control noxious weeds on County and/or private property (with landowner's permission) if it is determined to be in the best interest of the County or should any noxious weed acts may be enacted within this State. The County will attempt to perform this service at no charge to landowners.

- b. **Mowing** - Mowing will be done on maintained and lesser maintained County roads when weed growth obstructs the visibility of traffic and/or pedestrian ingress and egress.
- 6. **TRAFFIC SIGNS/PAVEMENT MARKINGS** - The placement of all traffic signs and pavement striping will be performed in compliance with the Manual on Uniform Traffic Control Devices (MUTCD), current edition and in accordance with Section 700 of the 2019 N.M.D.O.T. Standard Specifications for Highway and Bridge Construction, or current edition. Speed limits will be established based on State laws.
 - 7. **STREET LIGHTING** - Only intersections of County Maintained Roads with a functional classification of Collector and/or Arterial will be considered for dusk-to-dawn street lighting. The Public Works Department will consider and approve or deny each request on a case by case basis.

SECTION 9 DESIGN AND CONSTRUCTION OF ROADS WITHIN SUBDIVISIONS

A. IN GENERAL

Pursuant to Subsection 8.3.1 of the San Juan County Subdivision Regulations (as amended), each road within a subdivision is to be designed and constructed to conform to the standards set forth herein. Design of each road that is intended to be maintained by the County must be reviewed and approved by the Board of County Commissioners or its designated representative.

B. DESIGN

All roads, including the driving surface, shoulder and drainage improvements, shall be designed and constructed utilizing generally accepted engineering standards and construction materials, taking into account appropriate local conditions. All roads shall meet or exceed the conditions set forth herein and shall be designed to meet or exceed

the construction standards set forth in 'STANDARD SPECIFICATIONS FOR ROAD CONSTRUCTION' (Appendix C). As part of the subdivision review process and before road construction begins, pursuant to the referenced specifications, a roadway structural/pavement design prepared and stamped by a New Mexico Registered Professional Engineer shall be submitted to the Public Works Department. This design will be based on sound engineering principles.

C. RIGHT-OF-WAY

Each right-of-way for a road in a subdivision which is intended to be dedicated and maintained by the County must be sixty (60) feet in width (thirty feet on each side of the centerline). Depending on the use of the road, the County may, at its discretion, require more or less right-of-way than specified herein.

D. ENVIRONMENTAL ASSESSMENT

An environmental assessment shall be conducted on each road within a subdivision where County maintained classification will be sought. This report shall accompany the roadway structural/pavement design. The cost of the assessment shall be borne by the Applicant.

E. LAYOUT

The proposed layout shall be made according to sound land planning practice for the type of development proposed and shall be coordinated with the road system of the surrounding areas. The road layout must provide for the continuation of principal roads in surrounding areas.

F. ACCESS

The Subdivider is required to provide suitable access from the subdivision to an existing public road. If this access road intersects with an existing County Maintained Road, the Subdivider must first apply for and secure authorization from the San Juan County Public Works Department (see Appendix D), prior to Subdivision approval. A traffic study may be required if deemed necessary by the San Juan County Public Works Department. This approved authorization shall also accompany the roadway structural/pavement design.

G. DAMAGE TO ADJOINING ROADS

The Subdivider shall be responsible for any and all damages that occur to any adjacent roadway which results from development of any subdivision.

H. DEDICATION

Any road within a subdivision may be offered for dedication. An offer of dedication is not required, but if no dedication is made, appropriate disclosures shall be made and adequate provisions for road maintenance pursuant to Subsection 8.3.2. of the San Juan County Subdivision Regulations, as amended, shall be made.

I. HALF ROADS

No half roads shall be platted or constructed.

J. ROAD DESIGNATIONS

All roads shall be numbered -to be consistent with existing numbering policy. All individual house numbers, whether on private or public roads, shall conform to the County's Rural Addressing System.

K. MAINTENANCE

No road within a subdivision shall be maintained by the County until it has been designed and constructed according to the standards and specifications outlined herein, specifically accepted for maintenance by the Board of County Commissioners and conforms to the other requirements set forth in the San Juan County Subdivision Regulations, as amended.

SECTION 10 ACCESS MANAGEMENT PLAN

The Access Management Plan by the Metropolitan Planning Organization (MPO), as adopted by the Board of Commissioners, is Appendix (E) of the San Juan County Road Policy.

APPENDIX A

REQUEST FOR RECLASSIFICATION OF NON-COUNTY MAINTAINED (NCM) OR LESSER COUNTY MAINTAINED (LCM) ROAD TO A COUNTY MAINTAINED (CM) ROAD

NAME OF APPLICANT: _____

MAILING ADDRESS: _____

PHONE NUMBER: _____

NAME OF SUBDIVISION (if Applicable): _____

NAME/LENGTH OF NCM/LCM ROAD(S): _____

PROJECT TERMINI

BEGIN: _____

END: _____

ATTACHED SUPPORTING DOCUMENTS:

_____ ENVIRONMENTAL ASSESSMENT

_____ ROW DOCUMENTS

_____ CONSTRUCTION INSPECTION RECORDS

_____ ENGINEERS CERTIFICATION ROAD CONSTRUCTION PER APPENDIX C

_____ SPECIAL ASSESSMENT DISTRICT DOCUMENTS (if applicable)

SIGNATURE OF APPLICANT: _____

DATE: _____

SUBMIT APPLICATION TO:

San Juan County, Public Works Department

305 S Oliver Drive

Aztec, NM 87410

Questions: Please call (505) 334-4520

FOR OFFICE USE ONLY:

STAFF REPORT CONTAINS:

ROAD #/LENGTH _____

ROAD WIDTH _____

ROAD GEOMETRY _____

ENVIRONMENTAL _____

ROW DOCS _____

UTILITY INVENTORY _____

DRAINAGE REPORT _____

MATERIAL TESTING _____

CONDITION RATING _____

MUTCD REVIEW _____

STAFF RECOMMENDATION: _____ Approval _____ Conditional Approval _____ Denial

IF ACCEPTED FOR COUNTY MAINTAINED STATUS:

_____ Commission Date

_____ Resolution #

_____ Recording BK/PG

APPENDIX C

SAN JUAN COUNTY, NEW MEXICO STANDARD SPECIFICATIONS FOR ROAD CONSTRUCTION

SECTION 1 - REFERENCES

These specifications and standards, in conjunction with the Specifications of the American Association of State Highway and Transportation Officials (hereinafter "AASHTO"), and the New Mexico Department of Transportation Standard Specifications for Road and Bridge Construction, 2019 or current edition (hereinafter "N.M.D.O.T. Standards"), as amended, shall apply to all road construction within the unincorporated areas of San Juan County, New Mexico, which are not within the exterior boundaries of the Navajo Nation Indian Reservation.

SECTION 2 - SPECIFICATIONS

Pursuant to the referenced specifications, a roadway structural/pavement design prepared and stamped by a New Mexico Registered Professional Engineer shall be submitted to the Public Works Department. This design will be based on sound engineering principles and will consider, but not be limited to, the following minimum specifications:

- A. RIGHT-OF-WAY** - Unless otherwise specified, an easement or right-of-way, in form acceptable to the County, must be provided. The right-of-way must be at least 60 feet in width (30 feet each side of center line). Depending on the site conditions and use of the road, the County may, at its discretion, require more or less right-of-way than specified herein.
- B. TREES AND BRUSH** – For safety purposes, all trees and brush shall be removed from the right-of-way.
- C. UTILITIES AND IRRIGATION SYSTEMS** - All utility installations must be 36 inches below the lowest point of the road cross section, except high-pressure gas lines, which must be 48 inches below the lowest point of the road cross section. High-pressure gas lines shall be clearly marked with appropriate warning signs where the line intersects the right-of-way. All utility facilities parallel to a County road and associated manholes, junction boxes, meters or other above-grade apparatus shall be installed within five feet of the right-of-way line. Minor variations will be considered on an individual basis. In no event shall the installation be within such proximity to the traveled portion of the roadway as to interfere with off-road parking or road maintenance. Above-grade apparatus must be clearly marked with a delineated warning marker acceptable to the Public Works Department. All at-grade valve or junction boxes located in the road's driving surface or shoulder must be protected with an at-grade 2-foot by 2-foot by 6-inch concrete collar.

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Irrigation systems and ditch crossings within the right-of-way must be bridged or piped and cased under the entire right-of-way. Piped road crossings shall be installed a minimum of 24 inches below the lowest point of the road cross section or with sufficient cover to withstand HS-20 truck traffic. Open ditches carrying irrigation waters shall be placed outside of the right-of-way. Borrow ditches shall not be used for irrigation or tail waters.

D. DRAINAGE - Positive site drainage away from the roadway will be provided utilizing historic or established drainage channels or storm drains. Unless otherwise provided for and approved, maintenance of drainage easements outside the right-of-way that crosses private property will not be provided by the County. Each culvert crossing under the roadway shall be sized to accommodate a 25-year, 24-hour storm as determined by a New Mexico Licensed Professional Engineer but in no cases less than 18 inches in diameter. The culvert shall be long enough to extend slightly past the toe of the foreslopes of the roadway, be in line with the established drainage ditch and installed in a manner that will not impound surface drainage water or silt in. The culvert must be of sufficient gauge or thickness and be installed with sufficient cover to withstand HS-20 truck traffic. Culverts with a minimum 12-inch diameter shall be used for driveway access to each lot unless a different size is specifically required by the County Public Works Department or as determined by a New Mexico Licensed Professional Engineer.

E. GRADES

1. Road grades shall generally not exceed the guidelines outlined below, with appropriate allowance made for vertical curve. No road grade shall be less than 0.5 percent.

MAXIMUM ROAD GRADES

Arterial Road	5 percent grade
Collector Road	8 percent grade
Local/Other Roads	10 percent grade

2. Grades approaching intersections should not exceed five (5) percent for a distance of not less than one hundred (100) feet from the center line of the road to be intersected.

F. INTERSECTIONS

1. Roads shall be designed as to intersect as nearly as possible at right angles. No road shall intersect any other road at an angle of less than seventy (70) degrees.
2. Deviations in road centerline alignment with centerline offsets of less than one hundred twenty-five (125) feet shall not be permitted.

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3. Property lines at road intersections shall be rounded with a minimum radius of twenty-five (25) feet.

G. CUL DE SACS - The right-of-way radius and cul-de-sac design will be determined by site conditions and topography. However, the minimum right-of-way radius will be 50 feet and the minimum driving surface radius will be 43 feet. An adequate shoulder, foreslope, drainage ditch and backslope shall be provided for within the design. A cross-section drawing of each cul-de-sac shall be included in the roadway plans.

H. VERTICAL CURVES - All vertical curves shall have such length as necessary to provide a safe distance and a smooth transition in the driving surface. For differences in slope greater than 2%, the minimum length of the vertical curve shall be 15 times the algebraic differences in slope expressed as a percentage or as determined by the design speed limit by a New Mexico Licensed Professional Engineer, whichever is greater.

I. SUBGRADE PREPARATION

1. **CLEARING** - Before beginning preparation of the subgrade, all sod and other vegetation shall be removed from the roadbed.
2. **COMPACTION** - After clearing, the subgrade section of the roadbed shall be scarified to a depth determined by the roadway structural/pavement design and be compacted to not less than 95% of maximum dry density. The processed width will be as wide as necessary to encompass the roadway structure. The moisture content shall be in accordance with the provisions of Section 207 of the N.M.D.O.T. Standards or its approved equivalent. All deep fills, including those around drainage structures and utilities, shall meet the same standards. All material and compaction testing shall be completed in accordance with Section 906 of the N.M.D.O.T. Standards.
3. **SUPPLEMENTAL MATERIAL** - If testing indicates that the onsite materials are unsuitable for proper subgrade construction, the roadway structural/pavement design must include soil amendment procedures. If necessary, imported supplemental subgrade materials shall be used and meet the above-mentioned compaction requirements.

J. BASE COURSE -

The depth of the base course section of the roadway structure shall be determined by the roadway structural/pavement design as prepared by a New Mexico Licensed Professional Engineer. If allowed to be used as a driving surface by Paving Variance (see Section L), it shall be a minimum of 6 inches in depth. All such material

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shall meet or exceed Section 303, N.M.D.O.T. Standards ("Base Course") for Type II Base Course, and all testing completed in accordance with Section 906 of the N.M.D.O.T. Standards.

K. DRIVING SURFACE - The driving surface shall be 24 feet wide. The road surface shall be crowned a minimum of 2% (2.88 inches in 12 feet). Roads located within a subdivision which are eligible for summary review under the San Juan County Subdivision Regulations shall provide a driving surface of properly prepared base course in accordance with the preceding requirements. Roads located within any other subdivision regulated by the San Juan County Subdivision Regulations shall provide a driving surface of asphalt concrete in accordance with the following requirements. Roads that are constructed with curb, gutter and sidewalk will be at the discretion of the developer and must meet specifications per Appendix C.

1. **ASPHALT CONCRETE** - If asphalt concrete is used as a driving surface, it shall meet or exceed the specifications of Section 400 of the N.M.D.O.T. Standards. The thickness and material selection of the asphalt of the roadway structure shall be determined by the roadway structural/pavement design as prepared by a New Mexico Licensed Professional Engineer. All testing is to be completed in accordance with Section 906 of the N.M.D.O.T. Standards.
2. **PLANT MIXED SEAL COAT** - If a plant mixed seal coat is used on any driving surface, it shall meet or exceed the specifications of Section 400 of the N.M.D.O.T. Standards.
3. **TACK COAT** - If a tack coat is used on any driving surface, it shall meet or exceed the specifications of Section 400 of the N.M.D.O.T. Standards.
4. **PRIME COAT** - If a prime coat is used on any driving surface, it shall meet or exceed the specifications of Section 400 of the N.M.D.O.T. Standards.

L. PAVING VARIANCE - The Board of Commissioners may waive the paving requirement based on consideration of information provided at the time a variance is submitted by the Applicant or authorized agent which address the following issues:

1. The anticipated traffic volumes generated by the road(s) or subdivision.
2. The location of the road(s) or subdivision roads in relation to other paved roads in the area.
3. The rate of growth and population density of the area in which the road(s) or subdivision is located.

APPENDIX C

4. The amount of traffic upon the road(s) created by surrounding land uses.
5. Physical characteristics that may adversely affect the cost or difficulty of maintenance or safety of unpaved roads if allowed.
6. Comments regarding paving from any entity that has planning and platting jurisdiction in the area the road(s) or subdivision is to be located.

As a condition of such waiver the Applicant shall agree, on behalf of himself and his successors in title and state in the Disclosure Statement that the property owners will participate in an improvement district if as one is formed in the future to assess property owners with the cost of paving, and otherwise improving roads to applicable County standards.

A committee consisting of the Public Works Administrator, Community Development Administrator and the Subdivision Review Officer will review the request for a paving variance and make recommendations to the County Commissioners for their consideration.

- M. CONCRETE WORK** - All concrete work must comply with CSI (Construction Specifications Institute), MF (Master Format), 2004 Edition, Specifications: 03 30 00, 03 20 00, 03 10 00, 03 29 00.
- N. SHOULDERS** - The shoulders shall extend 5 feet on each side of the driving surface and must be constructed of asphalt, double-penetration chip seal, or properly compacted base course. Base course used on the shoulders shall be compacted to 96% modified proctor as measured by AASHTO T-99, Method C.
- O. COMPLIANCE WITH DESIGN SPECIFICATIONS AND TESTING** - It shall be the responsibility of the Applicant to retain the services of a New Mexico Registered Professional Engineer qualified and equipped to perform the overall construction inspection, materials testing and compaction tests. The Applicant shall notify the Public Works Department of the name of the Engineer or Engineering Company prior to construction. The Applicant or Engineer must contact the Public Works Department at the start of each phase of the road construction, i.e., clearing/grubbing, compaction, driving surface. Upon completion of construction of the roads, a detailed report, in a format approved by the Public Works Department, shall be submitted to the Public Works Department. The report shall certify that sound construction practices were used, that all necessary testing was performed and compliance with all specifications.

APPENDIX C

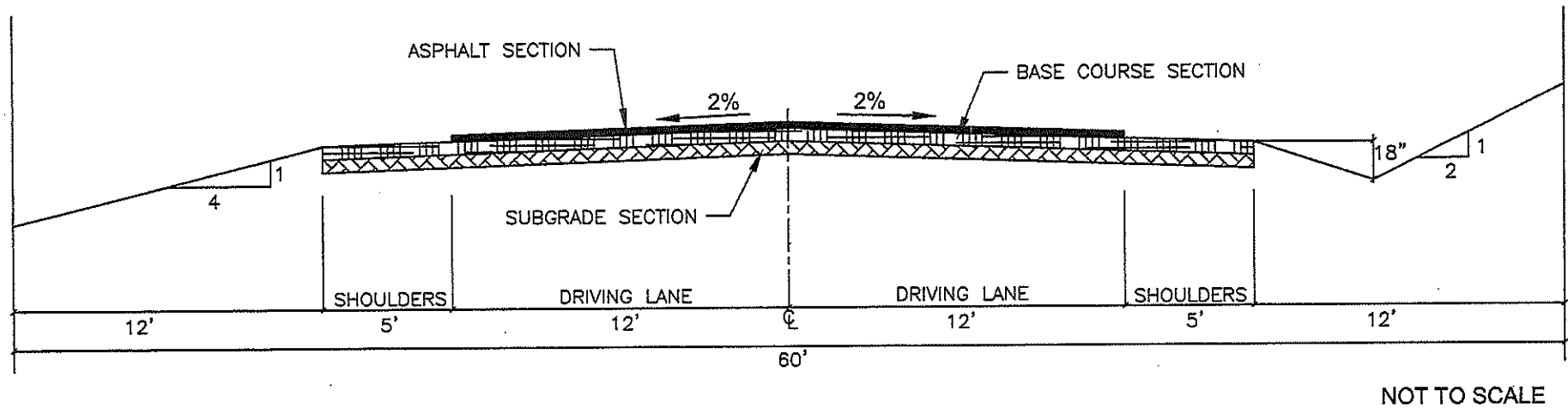
All testing is to be completed in accordance with Section 906 of the N.M.D.O.T. Standards.

- P. REQUESTING COUNTY-MAINTAINED STATUS** – For new roads within subdivisions, accompanying the above-mentioned report shall be an Appendix A application requesting Full County-Maintained status of the roads . Upon receipt of this report and application, the Public Works Department will present the request to the Board of County Commissioners for their consideration and possible approval. Individual roads within the subdivision may be considered for County maintained status once construction is complete. This phased approach will require a separate report and application for each road.

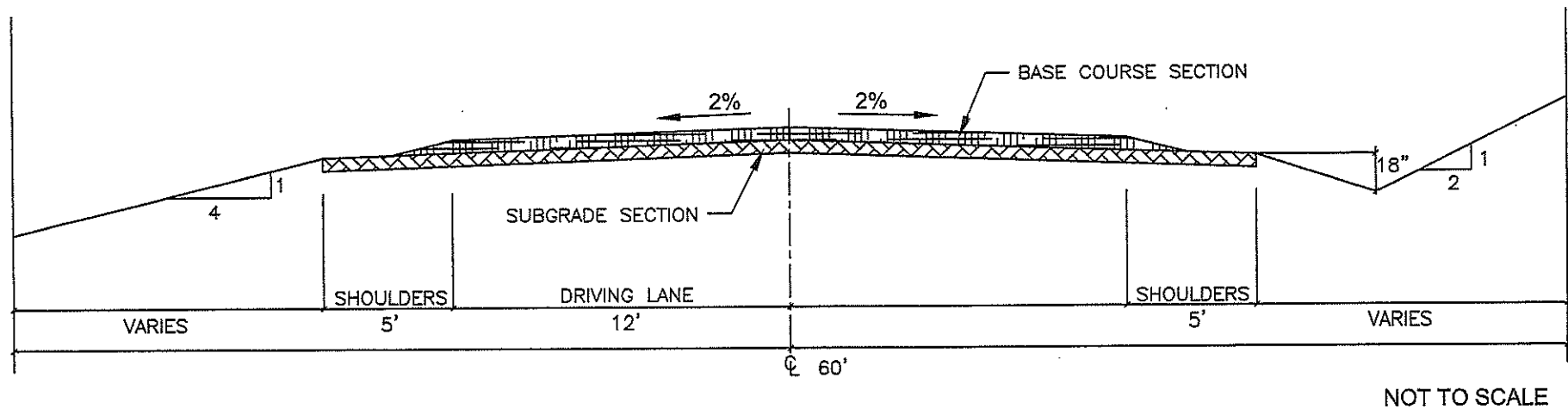
For existing roads classified as Non-County Maintained or Lesser County Maintained, the applications process is as defined by Section 6 – Reclassification and Appendix A of the San Juan County Road Policy.

- Q. DRAWINGS** - The cross section exhibits on the following pages of these specifications and standards are incorporated herein as a substantive standard for road construction.

**SAN JUAN COUNTY
PUBLIC WORKS DEPARTMENT
PAVED ROAD CROSS-SECTION**



NEW GRAVEL ROAD CROSS-SECTION

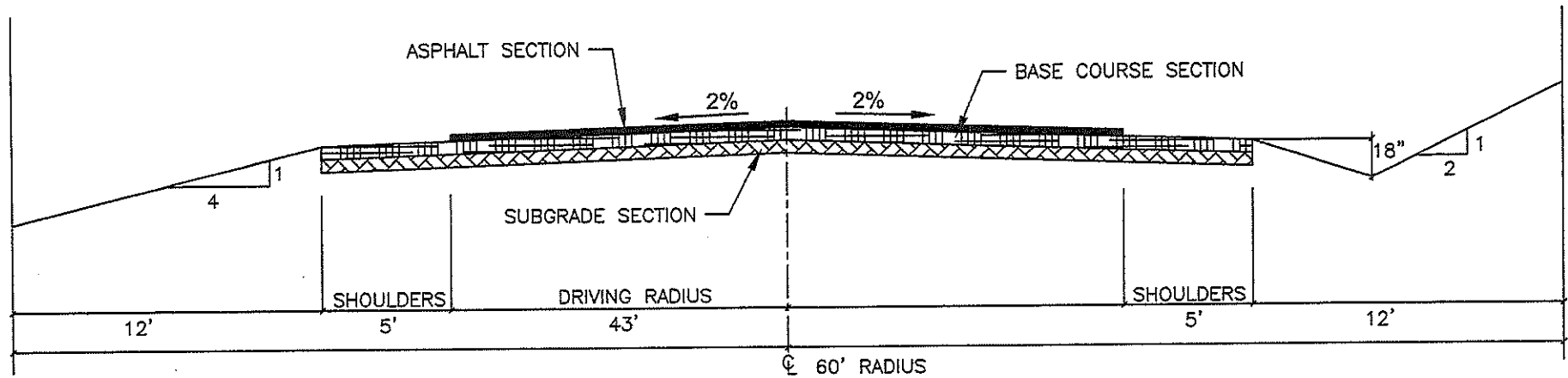


NOTES:

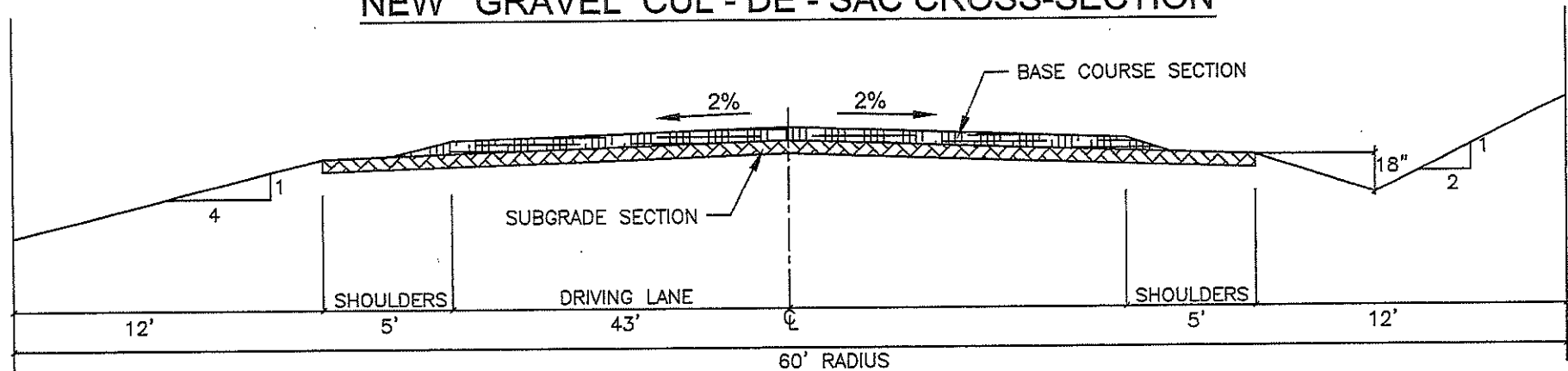
1. THICKNESS OF ALL ROADWAY SECTIONS SHALL BE DETERMINED BY THE APPROVED ROADWAY / PAVEMENT STRUCTURAL DESIGN.
2. THE CROSS-SECTION DESIGNS MAY VARY SLIGHTLY DUE TO SITE CONDITIONS AND TOPOGRAPHY

SAN JUAN COUNTY
PUBLIC WORKS DEPARTMENT

PAVED CUL - DE - SAC CROSS-SECTION



NEW GRAVEL CUL - DE - SAC CROSS-SECTION

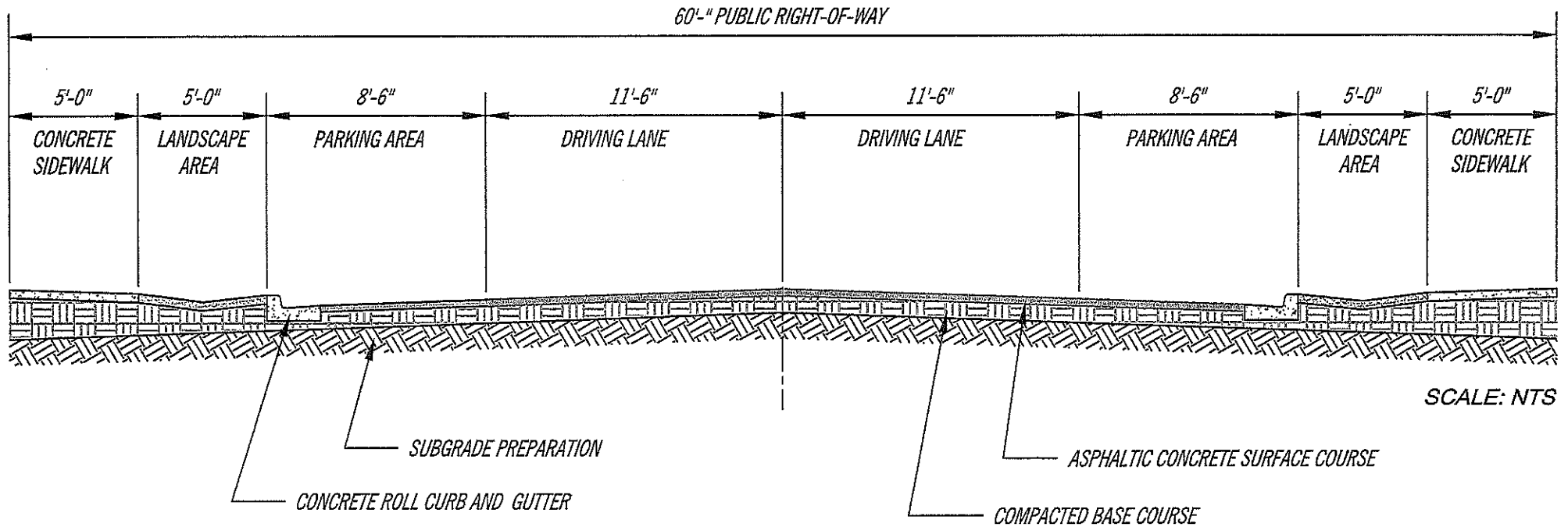


NOT TO SCALE

NOTES:

1. THICKNESS OF ALL ROADWAY SECTIONS SHALL BE DETERMINED BY THE APPROVED ROADWAY / PAVEMENT STRUCTURAL DESIGN.
2. TYPICAL CROSS-SECTION DESIGNS MAY VARY SLIGHTLY DUE TO SITE CONDITIONS AND TOPOGRAPHY

TYPICAL CROSS-SECTION (CROWN)



NOTES:

1. THICKNESS OF ALL ROADWAY SECTIONS SHALL BE DETERMINED BY THE APPROVED ROADWAY / PAVEMENT STRUCTURAL DESIGN.
2. THE CROSS-SECTION DESIGNS MAY VARY SLIGHTLY DUE TO SITE CONDITIONS AND TOPOGRAPHY.

APPENDIX D

**AUTHORIZATION FOR CONSTRUCTION OR
OTHER RELATED ACTIVITY WITHIN A SAN JUAN COUNTY
ROAD RIGHT-OF-WAY OR EASEMENT**

DATE _____ AUTHORIZATION NO. _____

APPLICANT'S NAME _____ PHONE # _____

COMPANY NAME (if applicable) _____ EMAIL _____

APPLICANT'S ADDRESS _____

LOCATION OF CONSTRUCTION/ACTIVITY _____

DESCRIPTION OF CONSTRUCTION/ACTIVITY _____

PROPOSED START DATE: _____ PROPOSED END DATE: _____

I, the undersigned, understand that this authorization pertains only for work to be completed within dedicated San Juan County Road rights-of-way or easements. This authorization does not ensure landowner permissions to conduct activities on Lesser County Maintained Roads. It is my sole responsibility to take all necessary steps to ensure that I have the necessary permissions to conduct the activities proposed from private landowners.

I have read and understand all instructions, conditions and terms stated herein. I agree to abide by said instructions, conditions and the terms as set forth in this authorization.

APPLICANTS SIGNATURE _____

DRAWING/SKETCH/MAP ATTACHED (circle all that apply)

APPROVED BY: _____ DATE: _____

INSPECTED BY: _____ DATE: _____

ACTUAL START DATE: _____ ACTUAL END DATE: _____

APPENDIX D

AUTHORIZATION FOR CONSTRUCTION OR OTHER RELATED ACTIVITY WITHIN A SAN JUAN COUNTY ROAD, RIGHT-OF-WAY OR EASEMENT

INSTRUCTIONS

- LOCATION OF CONSTRUCTION/ACTIVITY: Describe the exact location, i.e., County Road #, address, mile marker # or landmark. If available, give section, township, and range.
- DESCRIPTION OF CONSTRUCTION/ACTIVITY: Describe type of construction or activity, such as, but not limited to, utility installation or construction of road intersection. Attach a detailed plan and profile drawing.

GENERAL

Private parties or organizations shall not perform any type of construction or other activity such as, but not limited to, utility installation, or constructing a driveway/road intersection without first applying for and securing authorization from the San Juan County Public Works Department, and thereafter complying fully with all provisions and standards set forth in the authorization. This provision may be waived only in the event of an emergency, however, the County shall be notified via a phone call (505-334-4520) or email (roadpermits@sjcounty.net) within 24 hours of the emergency and a follow-up authorization will be required within 5 business days.

If construction is planned to last longer than five (5) calendar days, a detailed work schedule shall be submitted to Public Works prior to receiving authorization. A representative of the authorized party shall contact Public Works via phone call or email on the start date of construction and every week thereafter until restoration is completed. A representative of the authorized party shall contact Public Works as soon as reasonably possible if the scope of work changes. Once construction has been completed and all surfaces restored according to Appendix C specifications, Public Works shall be contacted no less than 5 business days after restoration is complete. Phone calls, voicemails, and emails shall serve as record of start and end dates. The party seeking authorization of work shall assume responsibility for all subcontractors unless the subcontractors seek authorization for their participation.

All installations will be made in strict accordance with the detailed plan and profile drawing submitted by applicant. It is further understood that the County will not be responsible for any maintenance of any utility installed in a County road, right-of-way, or easement.

All utility installations must be 36 inches below the lowest point of the road cross section, except high pressure gas lines, which must be 48 inches below the lowest point of the road cross section. High-pressure gas lines shall be clearly marked with appropriate warning signs where the line intersects the road, right-of-way or easement. All utility facilities parallel to a County road and

APPENDIX D

associated manholes, junction boxes or any other above-grade apparatus shall be installed within five feet of the outer right-of-way line. Minor variations will be considered on an individual basis. In no event shall the installation be within close proximity to the traveled portion of the roadway as to interfere with off-road parking or road maintenance. Above-grade apparatus must be clearly marked with a delineated warning marker acceptable to the Public Works Department. All at-grade valve or junction boxes located in the road's driving surface or shoulder must be protected with an at-grade 2 foot by 2 foot by 6-inch concrete collar.

All trenches parallel to the roadway that are outside of the roadway foreslopes shall be backfilled and compacted to density equal to the surrounding undisturbed soil. All disturbed areas shall be graded in such a manner that will not interfere with the established drainage. Re-seeding will be required at the discretion of Public Works.

If construction occurs within the roadway surface, the road shall be restored to satisfactory condition including but not limited to paving, striping, landscaping, and markings as per the roadway's existing condition and in accordance with the specifications of Appendix C of the San Juan County Road Policy. Road cuts shall be backfilled with base course to the level of adjacent pavement and monitored daily for degradation until asphalt patching has occurred.

If, in the opinion of the County's designated representative, any excavated material is unfit to be used as backfill, it shall be removed from the site and disposed of properly. Select material, satisfactory to the County's designated representative, shall be imported and substituted for backfill purposes.

The Public Works Department, at the expense of the authorized party, will require compaction tests by a Certified Laboratory. Testing will be in accordance with Appendix C of the San Juan County Road Policy.

No objects will be allowed on, or within 12 feet of the driving surface that may interfere with the safety of persons or vehicles utilizing a County Road. Fences, locked gates and other obstructions are prohibited on all County Maintained and Lesser County Maintained roads or rights-of-way.

A detailed work zone traffic control plan must accompany the application. No County road will be completely closed. If a detour around the construction is not feasible, then the installation across the road will be made one-half at a time to allow thru traffic around the construction.

A detailed work zone traffic control plan must accompany the application. No County road will be completely closed. If a detour around the construction is not feasible, then the installation across the road will be made one-half at a time to allow thru traffic around the construction.

All construction activity within a County road, right-of-way or easement must be performed during daylight hours. All lanes must be reopened to traffic during nighttime hours, except in the event of an emergency. Proper lighting and signage of the work zone will be required in such an event. Construction equipment and official vehicles left overnight shall be parked so as to not interfere with the safety and traffic flow of the roadway. All trenches shall be backfilled at the end of each

APPENDIX D

working day. No open trenches are permitted during non-working hours. Traffic controls shall be in place until such time as work is complete and notification is provided to Public Works.

PAVED ROADS

Wherever possible, all underground installations across paved roads shall be bored and casing pipe installed as determined by the County's designated representative. If boring is not feasible, a request for waiver of the County's boring requirement must be submitted in writing to the Public Works Department. Reasons such as space limitations, soil conditions or other factors should be clearly stated and documented. If permission is granted to cut pavement and excavate in the roadway, the following procedure will be used:

The pavement shall be cut to a clean, vertical, straight line with a cutting wheel or a pneumatic pavement cutter to the width required for accommodating the trench excavation. Specifications and testing requirements for subgrade, base course, and asphalt paving are as required per Appendix C of the San Juan County Road Policy. Pavement repairs will be guaranteed for a period of one year.

UNPAVED AND GRAVEL ROADS

For unpaved roads, subgrade preparation and base course materials and testing are as specified in Appendix C of the San Juan County Road Policy. The minimum restoration depth of imported base course materials shall be six (6) inches. The finished surface of the gravel road will be restored to its original condition as determined by the County's designated representative. This may involve grading of the roadway beyond the immediate work area of the trench or other installation.

DRIVEWAY OR ROAD INTERSECTION

When a driveway intersecting a County Road is constructed, the party constructing the private drive must install a minimum of 20 feet but not to exceed 30 feet of 12-inch diameter culvert pipe under the driveway, unless otherwise directed by Public Works or a New Mexico Licensed Professional Engineer due to site conditions. The culvert shall be in line with the established drainage ditch and installed in such a manner that will not impede surface drainage water or silt in.

When a private or public road intersecting a County road is constructed, the party constructing the road must install a culvert of sufficient diameter to accommodate a standard 25-year storm. Sizing must be confirmed by New Mexico Licensed Professional Engineer. The culvert shall be long enough to extend slightly past the toe of the foreslopes of the intersection, be in line with the established drainage ditch and installed in such a manner that will not impede surface drainage water or silt in. The culvert must be of sufficient gauge or thickness and installed with sufficient cover per the Manufacturer's specifications to withstand HS-20 truck traffic. Road intersections

APPENDIX D

shall be rounded with a minimum radius of 25 feet. Devices to control livestock will be required if applicable.

TERM

This authorization may be issued with the express understanding that approval is temporary, subject to being rescinded if, after review by the County's designated representative, conditions or limitations relative to the proposed construction or activity adversely affect the County's interest. In the event any grade or alignment changes are made on a County road that necessitate relocation of any utilities, the authorized party will relocate, at their own expense, their utilities promptly upon receipt of written request from the Public Works Department, provided that at such time said authorized party is not entitled to reimbursement as contemplated by N.M.S.A. 1978, Sections 67-8-15 through 67-8-21 as amended, and as may hereinafter be amended.

This initial authorization to begin work is valid for a period of ninety (90) days prior to construction activities. Should an Applicant fail to begin work within that period, reauthorization in the form of a new or revised permit must first be obtained from Public Works prior to construction activities.

Acknowledged by Applicant

FARMINGTON METROPOLITAN PLANNING ORGANIZATION

ACCESS MANAGEMENT PLAN



800 Municipal Dr.
Farmington, NM 87401
<http://www.farmingtonmpo.org>

Adopted by the MPO Policy Committee on January 8, 2009

FARMINGTON MPO ACCESS MANAGEMENT PLAN

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FARMINGTON MPO ACCESS MANAGEMENT PLAN

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EXECUTIVE SUMMARY

This access management document is intended to define a policy that can be used by the members of the Farmington Metropolitan Planning Organization – the City of Farmington, the City of Aztec, the City of Bloomfield, and San Juan County – in their efforts to maintain capacity of the area roadways and promote safety. The access management strategies will help to reduce conflict points and preserve the intended function of roads classified as collector and arterial in the MPO area. Local streets are not affected by this plan.

On many roads in this area, there are no uniform guidelines for intersection control, driveway spacing, and median design. There is a need for a balance between access and mobility that would be achieved through a comprehensive network of collector and arterial streets. By adopting policy guidelines and access standards, the MPO will be able to achieve this balance.

The access standards document is divided into the following sections:

- Section 1 – Introduction to Access Management
- Section 2 – Access Management Policies and Standards
- Section 3 – Road Classifications
- Section 4 – Road Sections
- Section 5 – Intersection and Driveway Spacing Standards
- Section 6 – Corner Clearance
- Section 7 – Median Control
- Section 8 – Access Management and Bicycle/Pedestrian Planning
- Section 9 – Administrative Review Process and Variances

Through adoption of this document, it will allow the local governments to incorporate the access management policies and standards into the Unified Development Code and the subdivision regulations currently in place. The creation of local ordinances provides the local governments with a mechanism to implement the access management plan into their development review process.

SECTION 1: INTRODUCTION TO ACCESS MANAGEMENT

1.1) Definition of Access Management

Access management involves the spacing and location of driveways, placement of median openings, and the interconnectivity of road classifications in order to maintain the access and mobility function of collectors and arterials. By managing access to adjacent land uses on these roadways, capacity and function can be preserved and a reduction in conflict points can occur.

1.2) Purpose and Need

There are critical corridors in the MPO that have existing access control problems. The purpose of the access standards will be to maintain the capacity of roadways while promoting safety by reducing the number of conflict points along a corridor. Access standards should preserve the function of the roadway. As a result, the need for new roadways may be reduced because existing infrastructure maintains capacity to handle road volumes. Full descriptions regarding the definition, function, and purpose of each road classification in the Farmington MPO are shown in *Section 3*.

For highways and arterials, the number of driveways to businesses and intersections with cross streets should be kept to a minimum in order to maintain a certain degree of mobility. With the understanding that businesses

and public venues require driveways for access, it will be important to regulate the number and the spacing of access points to maintain mobility. Too many driveways increase conflict points along a corridor. As a result, the road experiences delay which tends to encourage the development of new facilities to solve the problem. Access management is needed to create a systematic approach for road access and increasing public safety.

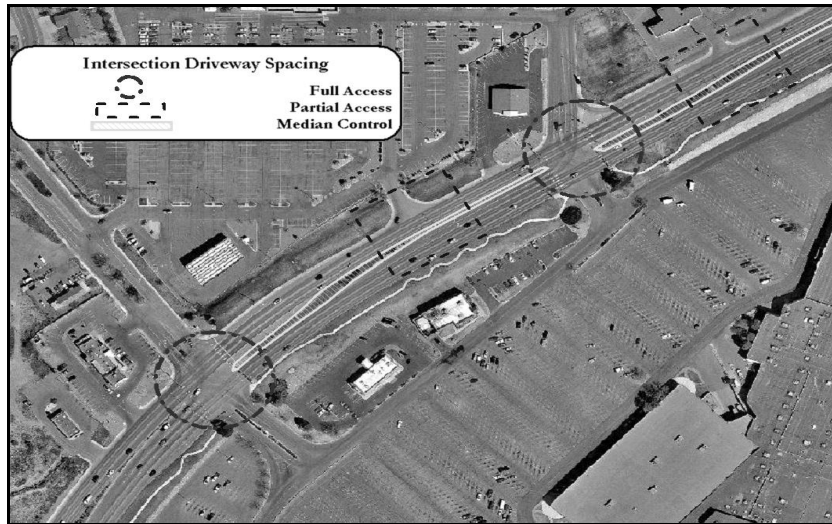
Whenever possible, access should use collector or local streets and frontage roads. This helps achieve a separation between access and mobility.

1.3) Benefits of Access Management

Corridors that have limited access have fewer accidents and maintain the capacity intended for the roadway. Piñon Hills Blvd is the best example of access management in the MPO. Through this 6.3 mile corridor, there are eight cross street intersections (5 signalized and 3 unsignalized) and a few driveway access points. Traffic signals are placed at least a half-mile apart. On Piñon Hills Blvd, drivers have a better understanding as to where other vehicles will be making turns onto or off the road.

Medians that direct turn movements for one direction of travel is another form of access management. Along

East Main St in Farmington, there are several areas where turn lanes within the median only allow left turn movements for one direction of travel. Medians also determine access points. In conjunction with right-in/right-out turns, medians can block certain turn movements and create partial access intersections.



Beginning in 2008, NMDOT will reconstruct US 64 from Farmington to Bloomfield through several phases. Access management will be fully implemented through the corridor by means of consolidating driveways, improving median designs, building frontage roads, and adding signalized intersections.

Access management is beneficial to pedestrians and bicyclists as well. With fewer curb cuts and driveways, there are less conflicts points between pedestrians and turning vehicles. Long stretches between intersections

and driveways create unimpeded pedestrian and bicycle networks which improve safety and can encourage people to use these corridors for alternative modes of transportation.

1.4) Impacts Due to a Lack of Access Management

It is commonly known that the more access points along a corridor the higher the chance a crash may occur. Strip commercial development will typically have two or three driveways within a one block stretch. An example of this type of development can be found on Main St or 20th St in Farmington. On NM 516 and US 64, there are many businesses that have “free” access to the highways, meaning there are no curb cuts or designated driveways for access. Motorists are allowed to enter and exit these highways anywhere in front of the business causing unpredictable driving patterns and circulation.

In a similar way, two-way left turn lanes (TWLTL) allow for “free” turn movements. Drivers often need to maneuver around stopped cars to make left turns to their specific driveway. It becomes difficult to tell which driveway or cross street a motorist is trying to access. Often times, drivers will also use the TWLTL as an acceleration lane or wait in the lane for a gap in traffic flow. Many of these situations create conditions that increase the chances of sideswipes and collisions. Furthermore, the lack of access control poses dangerous situations for pedestrians and bicyclists. Examples of streets with a lack of access control are found on Apache, 20th St, and US 64.



1.5) Access Management Stakeholders

To assist in the development of the access management plan, the MPO worked cooperatively with a select group of stakeholders who reviewed work products and assisted with the development of the access management policies and standards described later in this document. The list of stakeholders included:

- City of Farmington Planning and Engineering staff
- City of Aztec Planning and Public Works staff
- City of Bloomfield Planning and Public Works staff
- San Juan County Community Development and Public Works staff
- NMDOT Planning and District 5 staff
- San Juan County Homebuilders Association

In addition, the MPO Technical Committee consistently worked with MPO staff to develop the access management plan. The Policy Committee reviewed the policies and standards. Local planning/zoning boards and councils/commissions received presentations on the plan's development.

1.6) Ten Principles of Access Management

The Transportation Research Board (TRB), a national organization that distributes documents on transportation, recommends ten principles that should be followed when implementing access management:

1. Provide a specialized road system
2. Limit direct access to major roadways
3. Promote intersection hierarchy
4. Locate signals to favor through movement
5. Preserve the functional area of interchanges
6. Limit the number of conflict points
7. Separate conflict areas
8. Remove turning vehicles from through-traffic lanes
9. Use non-traversable medians to manage left-turn movements
10. Provide a supporting street and circulation system

The FMPO has followed these guidelines where applicable throughout development of the access management plan. The guidelines influenced the policies and standards that are described in the following sections.

1.7) Goals of the Access Management Plan

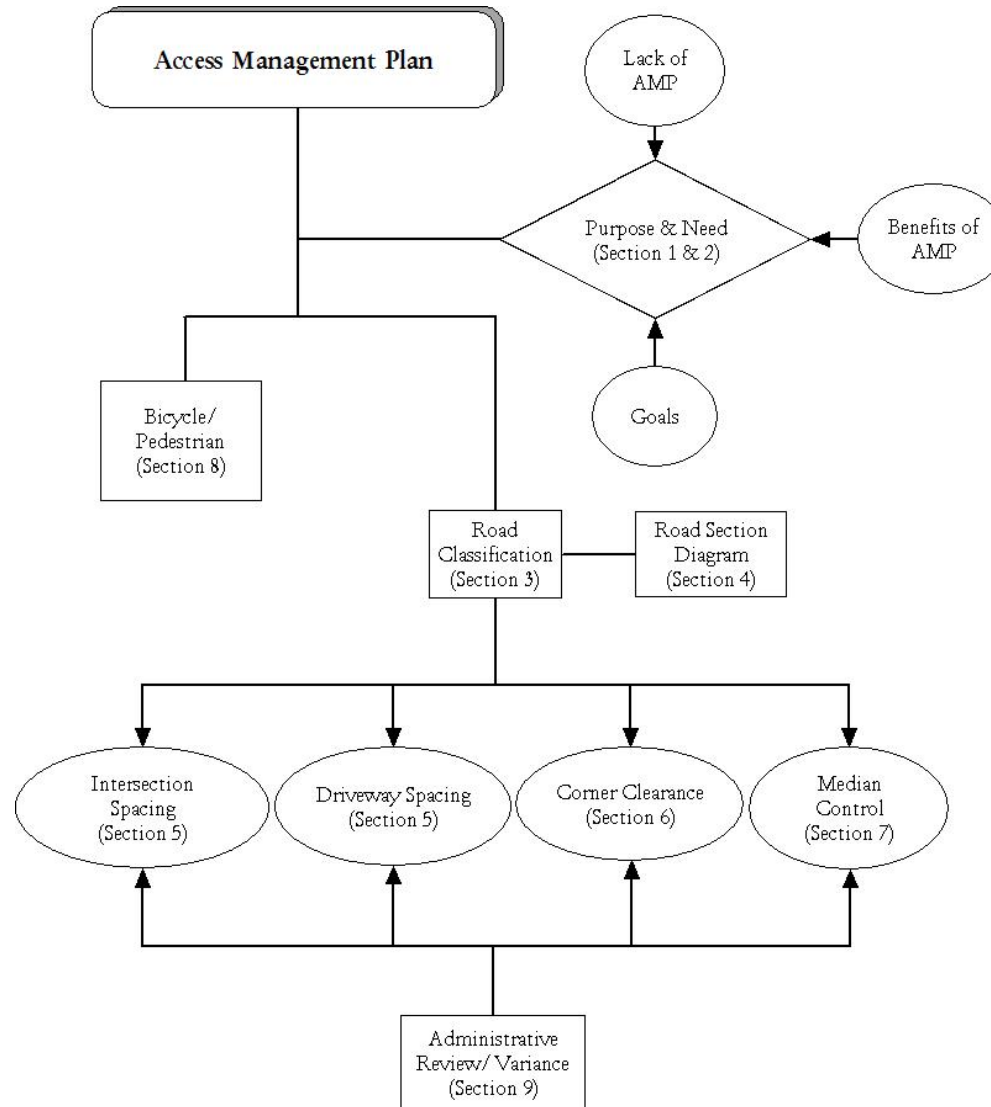
The intention will be to have the MPO Policy Committee and the local government entities adopt regional policies and standards for roadway access for roads classified as collectors and arterials in the MPO area. Adoption will ensure access management is consistent among the four local governments.

These policies and standards will be applicable to new roads and they should also be implemented wherever feasible as existing roads are retrofitted or reconstructed. Access management policies and standards will outline acceptable intersection spacing, driveway spacing, median openings, corner clearance, and bicycle/pedestrian access for these road classifications. The standards would be enforced at the plat review stage in order to achieve the goals and objectives related to access management.

The following is a non-inclusive list of goals that the adopted access management plan is expected to accomplish:

- A) Promote the safety, maintain the capacity, and preserve the functionality of arterials and collectors in the MPO area
- B) Ensure that new developments follow the adopted driveway spacing and access policies
- C) Control access in order to improve safety for pedestrians and bicyclists who use the corridor
- D) Prioritize areas in the MPO where access management should be implemented as a means to improve safety or control turn movements
- E) Provide parallel road facilities adjacent to arterials wherever possible to reduce the number of access points and to ensure safe pedestrian facilities along arterial roads
- F) Establish procedures for handling variances and/or exceptions to adopted policies and rules
- G) Review the access management plan at least every three years to ensure its applicability to the existing road environment

Access Management Plan Flow Chart



SECTION 2: ACCESS MANAGEMENT POLICIES AND STANDARDS

2.1) Introduction

The Farmington MPO worked closely with its member entities and the NMDOT to develop access management policies and standards that would apply to all new collectors and arterials in the MPO. The policies offer broad guidelines for the cities and the county to implement when building new roads and, whenever possible, for retrofitting existing roads.

Five general policies were developed, each with supporting standards and objectives. The following road and access policies offer several options for maintaining capacity, reducing conflict points, and improving safety.

2.2) Policies and Standards

***POLICY #1** – Establish access management standards to maintain capacity of roadways, improve safety, and minimize the number of access points on arterials and collectors.*

***POLICY #2** – Road classifications for arterials and collectors shall have specific definitions, functions, and purposes. (Section 3)*

***POLICY #3** – Each road classification shall have a typical road section, standard driveway width and spacing, intersection spacing, corner clearance dimensions, and be in compliance with ADA requirements. (Sections 4-6)*

***POLICY #4** – All arterial roadways shall have access control using medians. (Section 7)*

***POLICY #5** – Locate applicable bicycle and pedestrian facilities in a safe and efficient manner on all arterial and collector streets. (Section 8)*

2.3) Implementing Access Management

Establishing policies and standards is the primary means for implementing access management in the MPO. Access management is intended to achieve the following:

Objectives

- Ensure coordination and consistency across local planning and development functions and among jurisdictions with regard to access management.
- Support access management through land use planning and organize land uses into activity centers to support local street network development and alternative access.
- Establish and apply a traffic impact analysis process to help ensure access management principles are applied in the planning of new developments.
- In situations where proposed development would not comply with the access management plan, the developer and the entity would work together to mitigate off-site impacts.

Standards

- Adjacent developments along arterials should have interconnected parking lots that encourage internal circulation.
- Consolidate or share adjacent driveways where possible.

- Cross-access easements should be used to reduce the number of driveways accessing the main line as well as the number of short vehicle trips.
- Businesses along rural principal arterials should have access via frontage roads.
- No driveways for residential properties shall have direct access to arterial roads.
- Residential driveways are permitted to access local and collector roads only.
- Promote interior driveways that access property (subdivisions and businesses) from collectors and local roads rather than from the arterial (Figure 2A).
- Locate frontage roads or parallel road facilities 300' to 500' from the intersection of the main street it is accessing (Figure 2B).

For non-residential development along new and/or existing facilities, access rights to adjacent parcels through the use of cross-access easements should be required. Cross-access easements connect neighboring properties and consolidate driveways serving more than one property. This allows vehicles to circulate between adjacent businesses without having to re-enter the main roadway and in turn can reduce traffic on the major thoroughfare and improve safety.

Joint access, or shared driveways, should also be used to connect major developments where highway frontage has been subdivided into smaller lots. Joint access allows more intensive development of non-residential

corridors while maintaining traffic operations and safe and convenient access to businesses. Development standards will follow the local development codes of the governing body.

The purpose of a commercial frontage road or a parallel road facility is to provide access to commercial and mixed use facilities located along and adjacent to existing and proposed arterial streets and limited access highways. It provides separation between mobility and access. All proposed commercial frontage roads shall be aligned parallel and adjacent to the existing right-of-way of either the arterial street or limited access highway (Figure 2B).

Providing a parallel road facility will:

- (a) Ensure that sidewalks near individual development are provided to connect with the public sidewalk system.
- (b) Ensure safe access for pedestrians by reducing conflict points with vehicles.

All commercial frontage roads or parallel road facilities providing access to lots of record shall be constructed in accordance with the standards contained in the access management plan.

All uses with frontage along arterials and collectors shall follow the driveway spacing requirements as shown in Table 5-2. Corner clearance access shall be in accordance with the standards shown in Table 6-1.

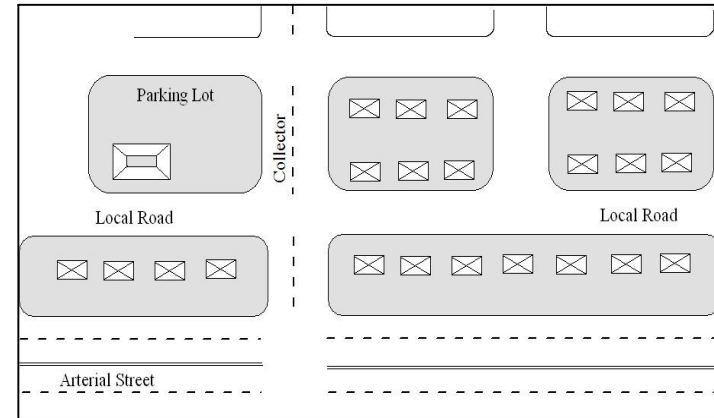


Figure 2A – Interior access to subdivision & business

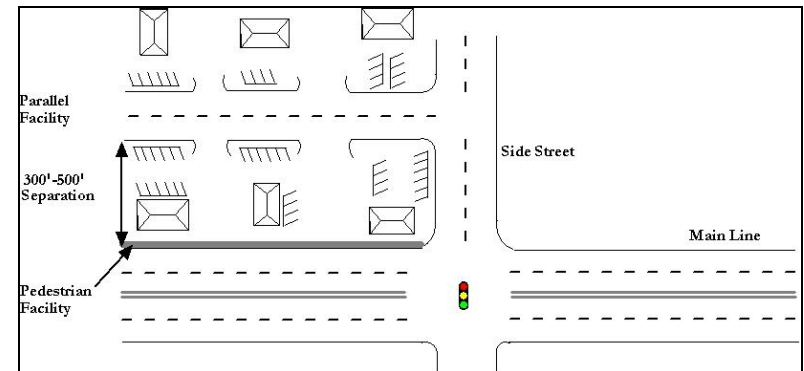


Figure 2B – Separation of frontage road on a parallel road facility from main line

SECTION 3: ROAD CLASSIFICATIONS

3.1) Introduction

The Farmington MPO has developed eight road classifications for arterials and collectors. There are three urban classifications, four rural classifications, and a frontage road. Each classification shall have a specific definition, function, and purpose.

3.2) Urban Road Classifications

	DEFINITION	FUNCTION	PURPOSE	CLASSIFICATION EXAMPLE
<i>Urban Principal Arterial (UPA)</i>	The Urban Principal Arterial provides the greatest mobility for through movements and forms an integrated network without stub connections for long distance, intercity/cross town travel. It shall have designated access points.	Mobility with limited access points	Serves the major centers of activity in a metropolitan area and serves intra- and inter-regional trips. Provides access to major traffic generators.	Piñon Hills Blvd
<i>Urban Minor Arterial (UMA)</i>	The Urban Minor Arterial interconnects with and augments the urban principal arterial system. It is intended for trips of moderate lengths. It shall have designated access points with a reduced spacing requirement.	Maintain mobility while providing access points	Provide intra-community connectivity but ideally should not penetrate identifiable neighborhoods.	20 th Street (F) Chaco St (A) E Blanco (B)
<i>Urban Collector (UCol)</i>	The Urban Collector distributes trips between the arterial system and the local road network.	Access & Mobility for connecting all types of roads	Provide land access & traffic circulation for residential and commercial neighborhoods	Farmington Ave (F) Mesa Verde (A) W Blanco (B)

3.3) Rural Road Classifications

	DEFINITION	FUNCTION	PURPOSE	CLASSIFICATION EXAMPLE
<i>Rural Principal Arterial (RPA)</i>	The Rural Principal Arterial provides minimal interference to through movements for long distance trips. It handles a high percentage of heavy commercial vehicles and forms an integrated network without stub endings except where unusual geographic conditions exist. It is part of the critical transportation infrastructure.	Mobility with limited access points	Provides access to important traffic generators and major cities not served by the Interstate; provides access to inter-modal facilities.	CR 350
<i>Rural Minor Arterial (RMA)</i>	The Rural Minor Arterial provides a high level of mobility and minimizes interference to through movements. It forms an integrated network without stub endings except where unusual geographic conditions exist.	Maintain mobility	Provide inter-county access; used for long distance trips.	CR 390 CR 3000
<i>Rural Major Collector (RCol)</i>	The Rural Major Collector connects urban areas with populations over 5,000 and tends to collect traffic from local roads to rural minor arterials.	Maintain mobility while providing access points	Serve traffic generators typically of intra-county importance and serves trips between low density residential & commercial areas.	CR 3950 CR 6100
<i>Rural Local (RLoc)</i>	The Rural Local collects traffic from local roads to rural major collectors and has the lowest traffic volumes.	Dual function of maintaining mobility and providing access	Serves small population centers and provides access to residences and businesses	

3.4) Frontage Road

	DEFINITION	FUNCTION	PURPOSE
<i>Frontage Road</i>	A road that provides access to local properties from an arterial.	Direct access to properties	Separation of mobility and through movement on the main line from accessing property

SECTION 4: ROAD SECTIONS

4.1) Introduction

The dimensions in the following tables summarize typical road sections, as outlined starting on the next page. The road sections illustrate the various elements expected to be constructed at full-build out. Multi-modal features are included wherever feasible. The road sections were developed by focusing on the access function of each classification. It is also important to ensure that the road sections will enable the road class to serve its intended function and purpose.

The road sections are shown at full build-out. This takes into account the transition of a road over time (i.e. a road starts out as a rural arterial, but as development occurs around it, the road incorporates the elements of an urban arterial). It will be critical for the entities to secure sufficient ROW for future expansion and/or modification as well as to accommodate the various modes of transportation.

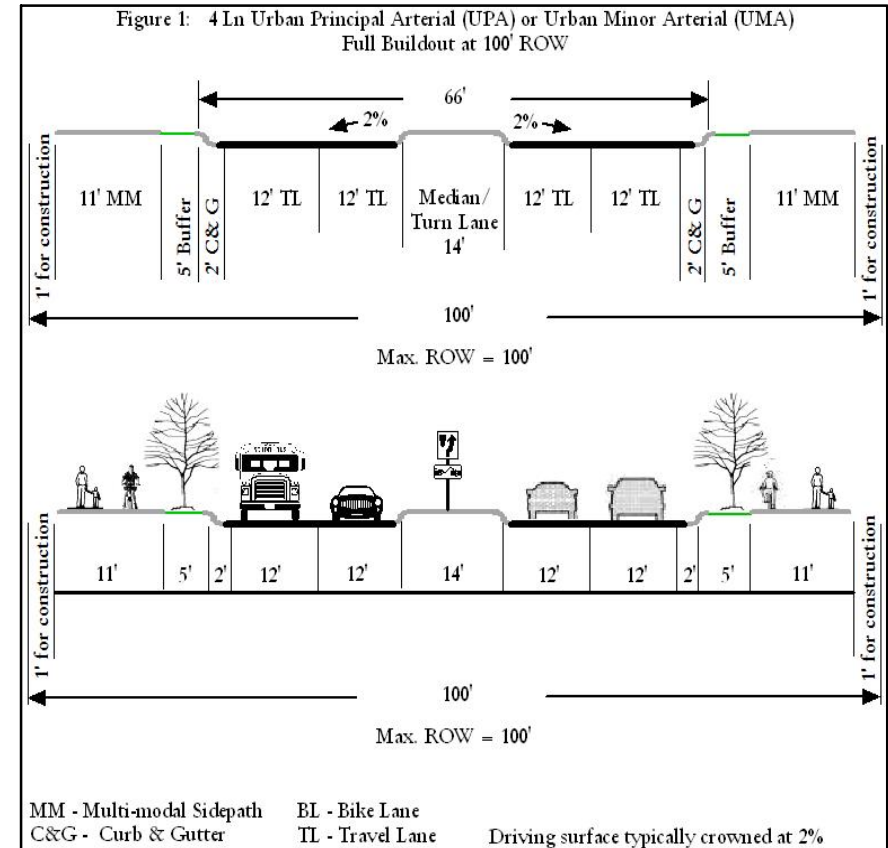
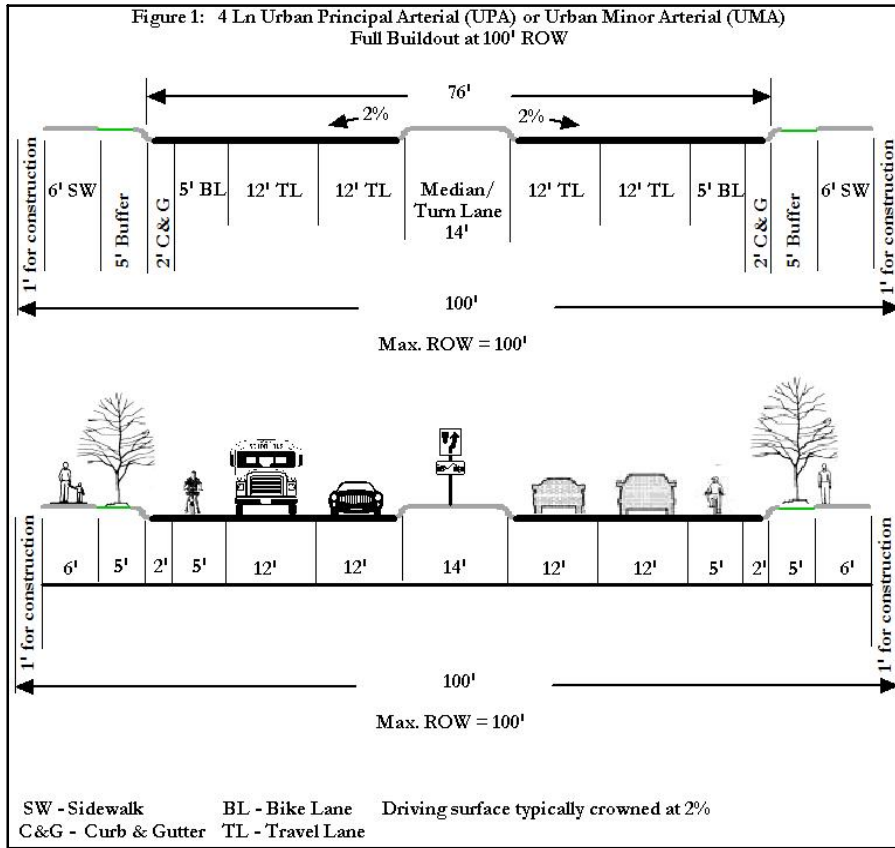
4.2) Urban Sections

Urban Sections Classification Summary
(All dimensions in feet)

	NUM. LANES	ROW	SIDEWALK	BUFFER ZONE	BIKE LANE	TRAVEL LANE	CURB/GUTTER	MEDIAN/TURN LN	PARK/EMER. LN
<i>Urban Principal Arterial (UPA)</i>	4	100	6	5	5	12	2	14	None
<i>Urban Minor Arterial (UMA)</i>	4	100	6	5	5	12	2	14	None
	2	80	6	4	5	12	2	14	None
<i>Urban Collector (UCol)</i>	2	80	6	4	5	12	2	14	None
<i>UCol (Residential)</i>	2	60	5	4	5	12	2	None	None
<i>UCol (Residential or Commercial)</i>	2	80	5	4	5	12	2	None	10
<i>UCol (Residential or Commercial)</i>	2	80	5	4	5	12	2	12	None

NOTE: If an Urban Principal Arterial, Urban Minor Arterial, or Urban Collector includes a shared use path, a 11' width is recommended (10' is minimum). See Section 8 for shared use path guidelines.

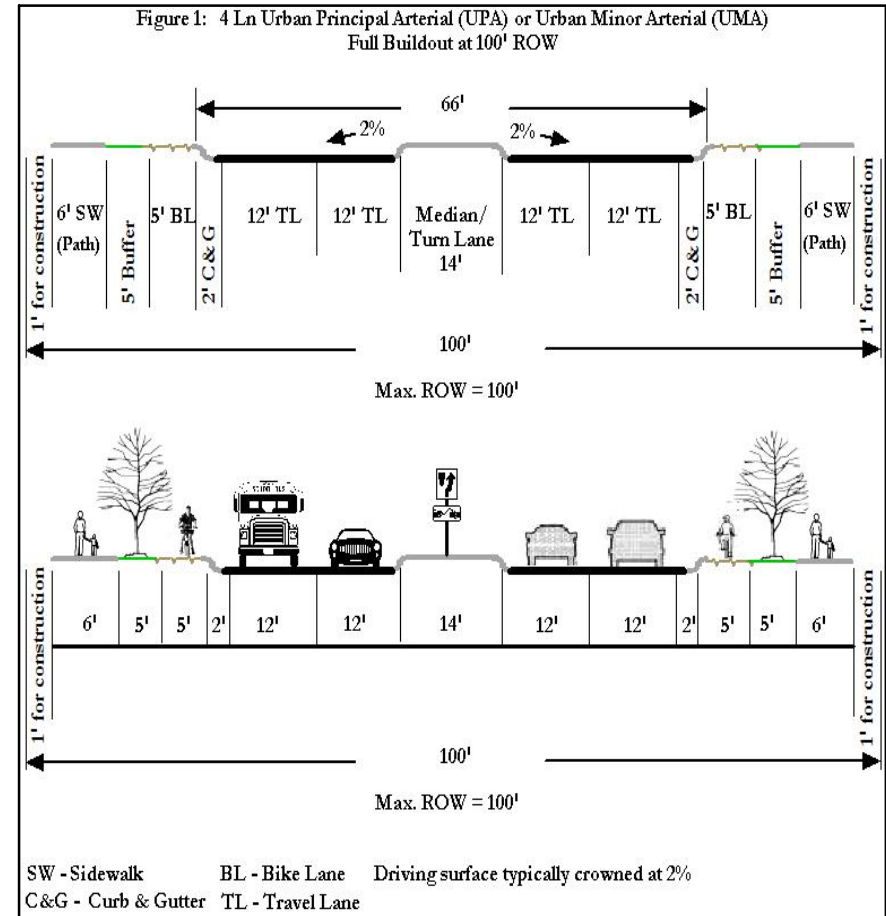
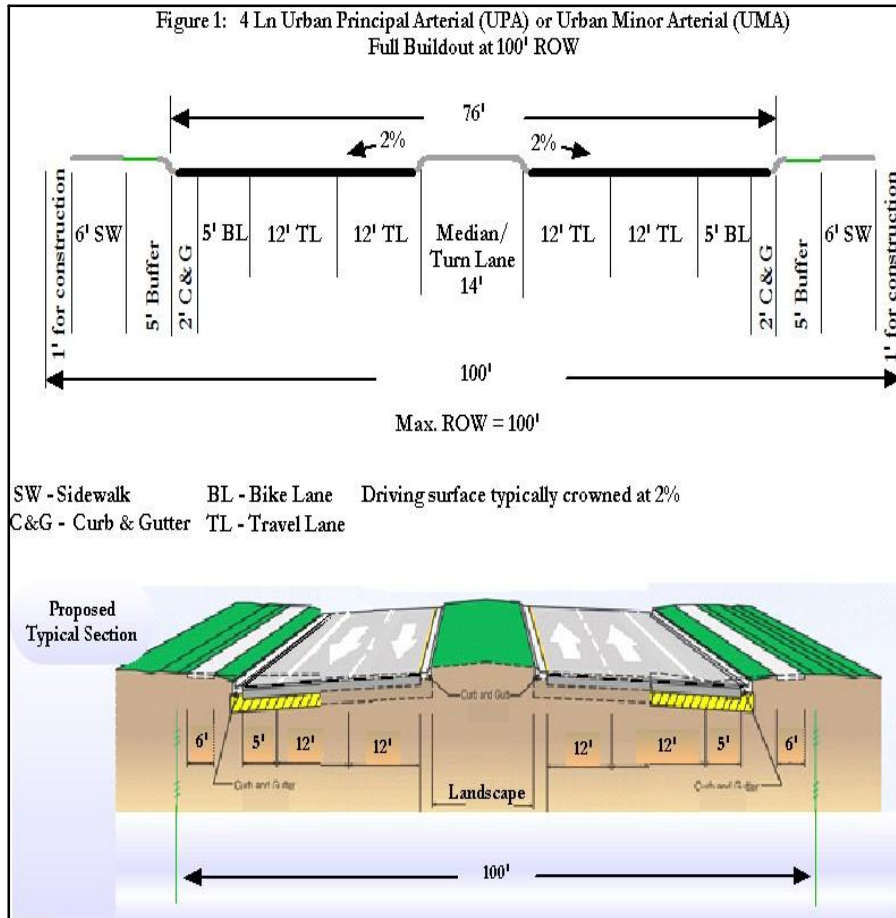
URBAN PRINCIPAL ARTERIALS/ URBAN MINOR ARTERIALS



- Bike lanes are presented as an on-street facility.
- Sidewalks are separated from travel lanes by a buffer strip.

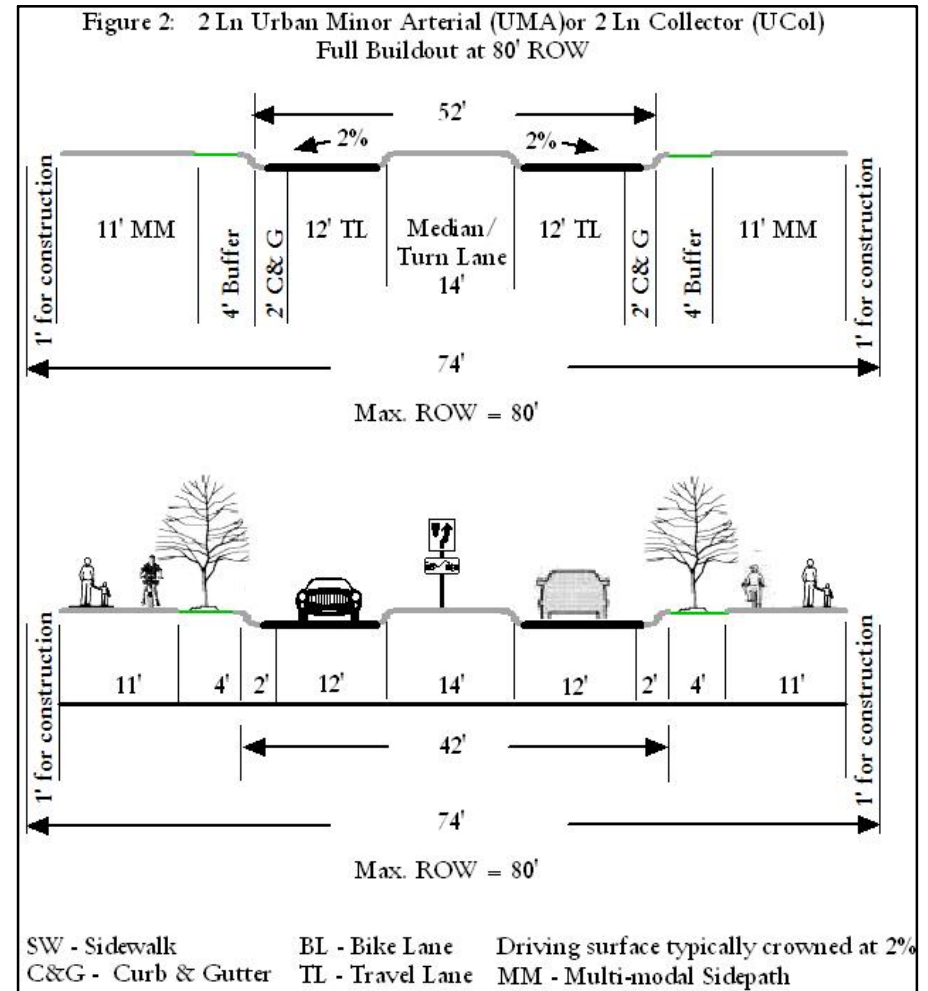
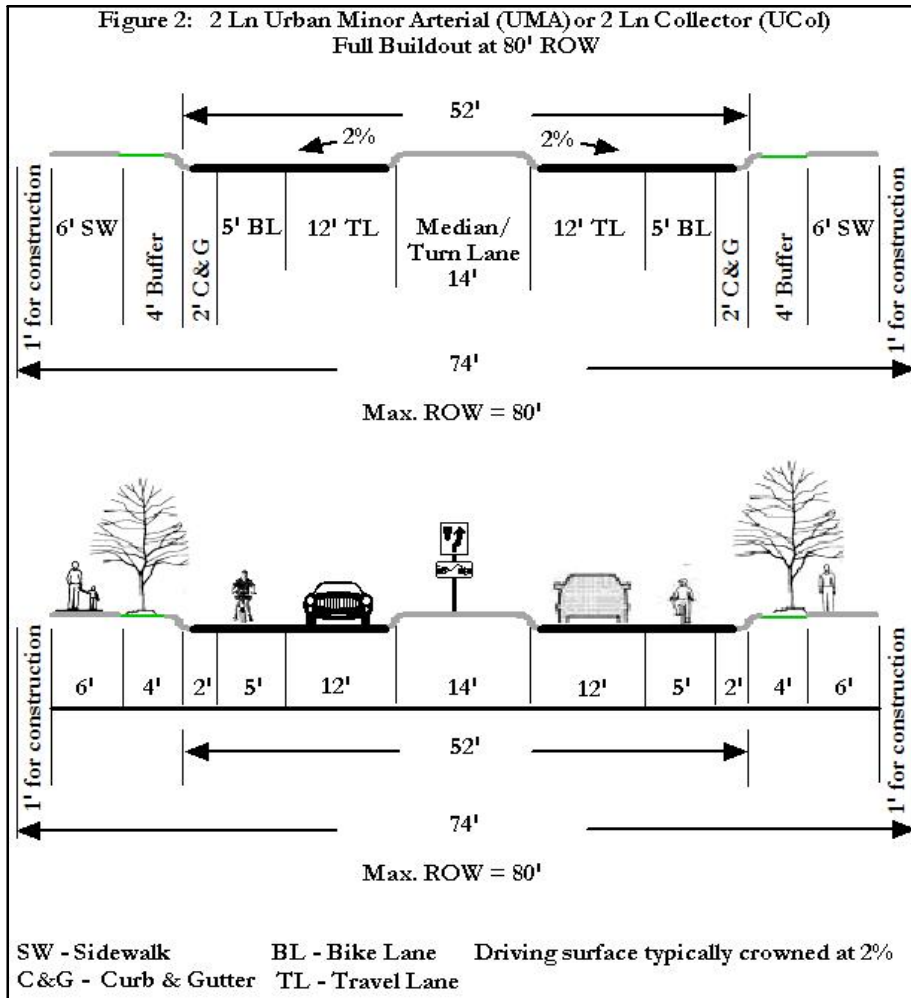
- Bicyclists and pedestrians share a path separate from travel lanes.
- A hybrid of on-street and off-street bicycle/pedestrian facilities is shown as a possible option.
- Pavement material for the sidepath can vary.

URBAN PRINCIPAL ARTERIALS/ URBAN MINOR ARTERIALS (continued)



- When separate from the travel lanes, the location of the bike lane, sidewalk, and buffer can vary.
- Pavement material for the walking and biking facilities can vary.

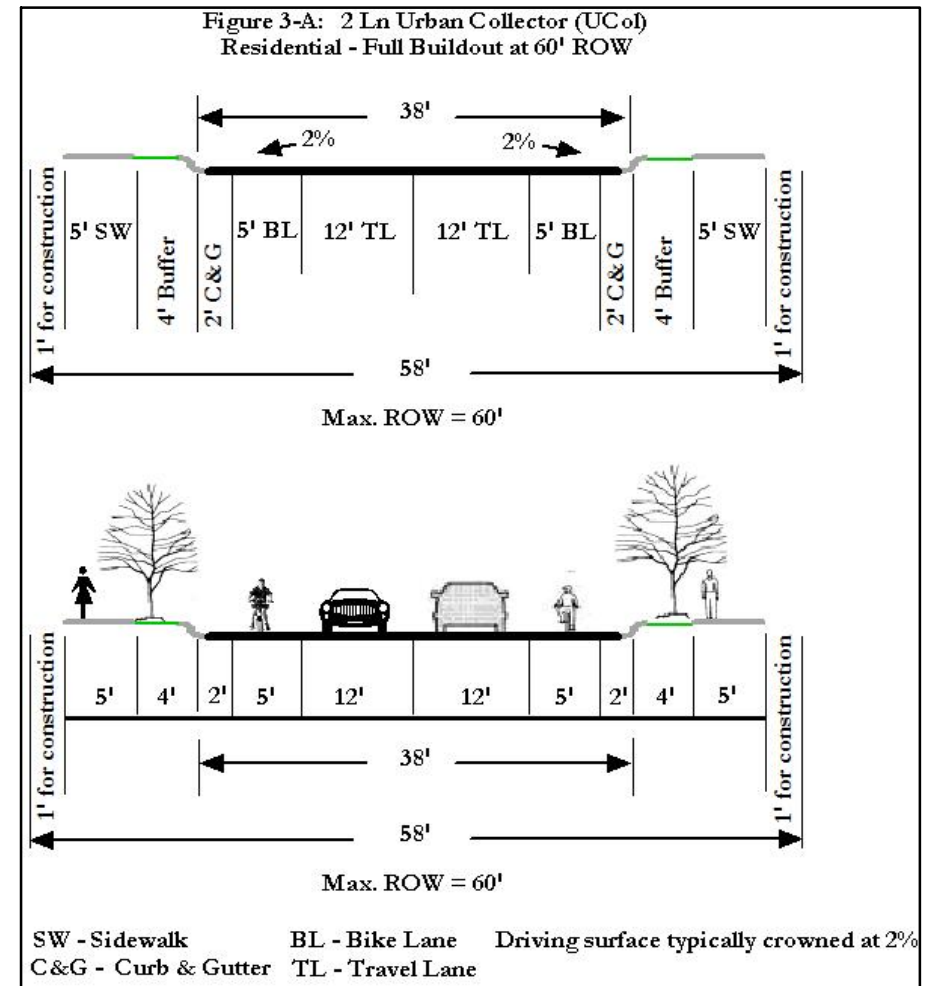
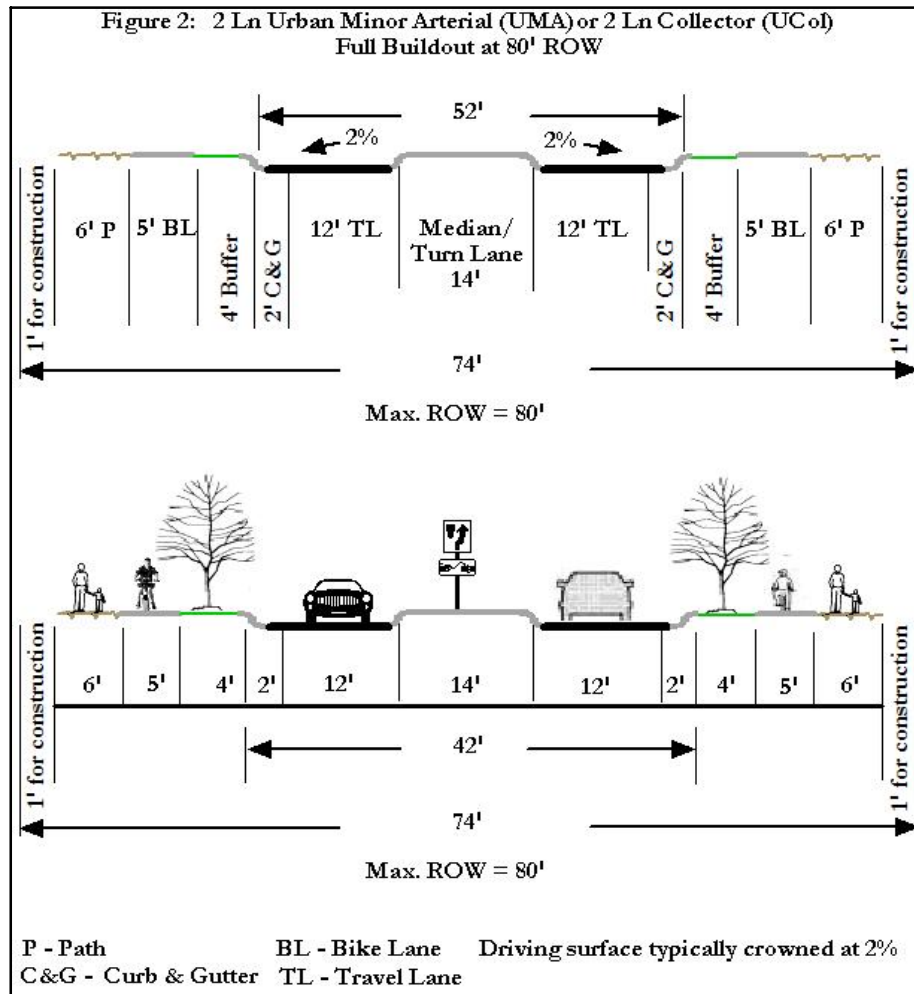
URBAN MINOR ARTERIALS/ URBAN COLLECTORS



- Bike lanes are presented as an on-street facility.
- Sidewalks are separated from travel lanes by a buffer strip.

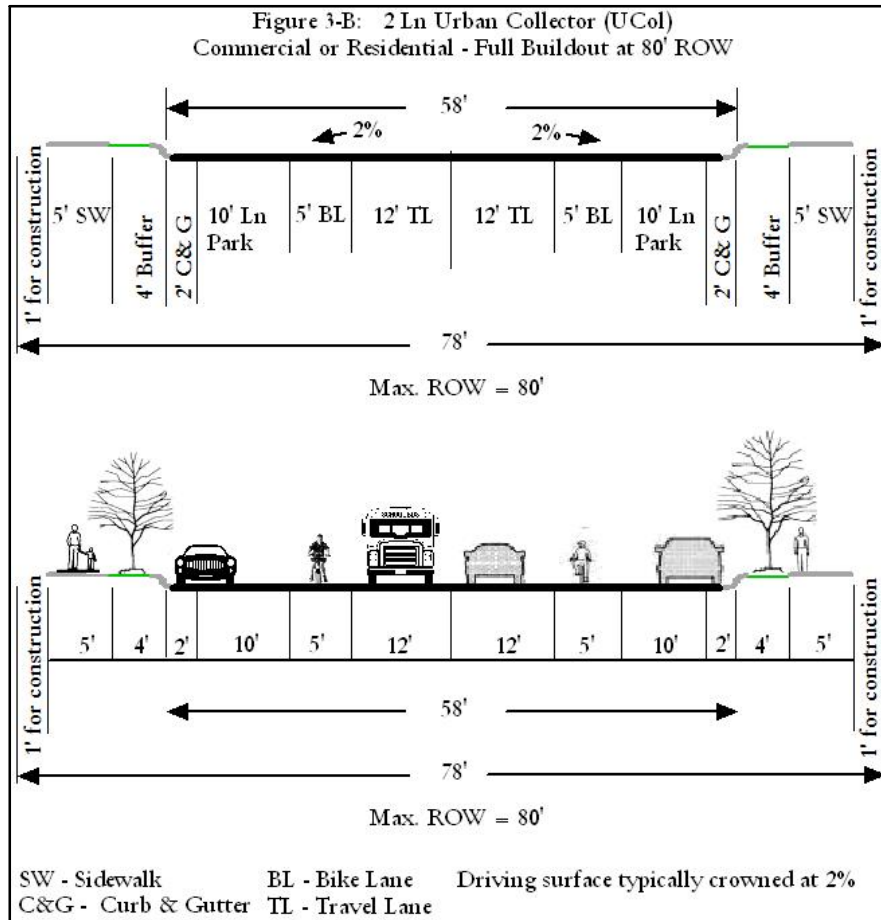
- Bicyclists and pedestrians share a path separate from travel lanes.
- Pavement material for the sidepath can vary.

URBAN MINOR ARTERIALS/ URBAN COLLECTORS (continued)

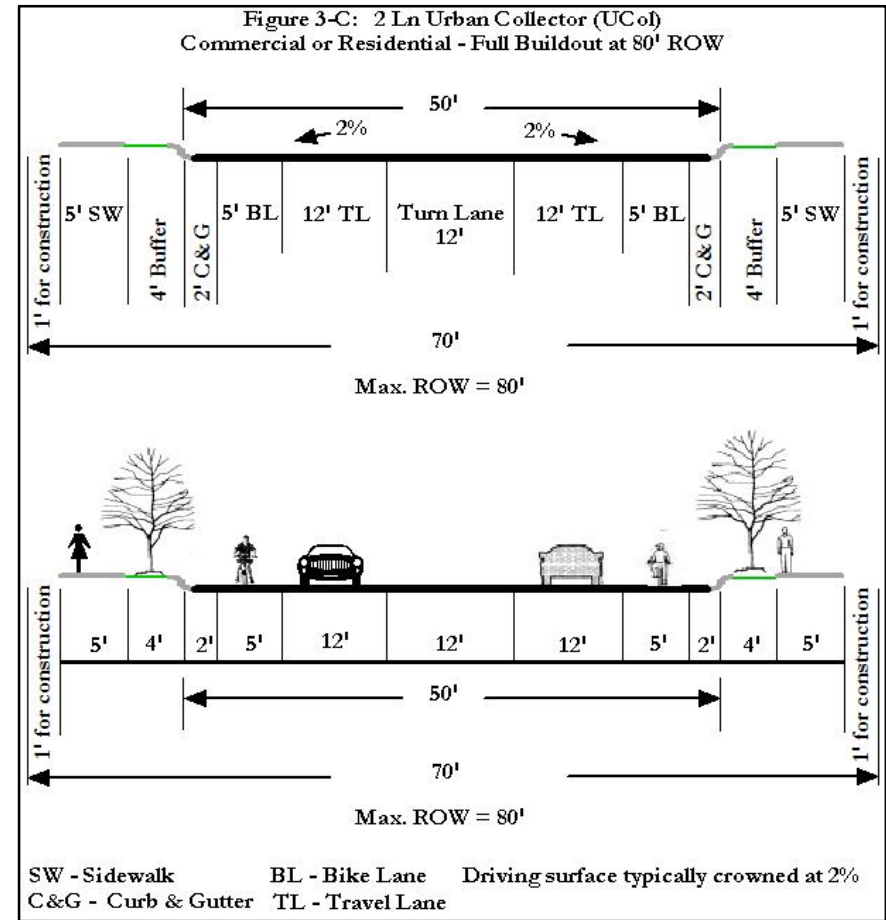


- This section would be typically found in a residential neighborhood
- Bike lanes are presented as an on-street facility.
- Sidewalks are separated from travel lanes by a buffer strip.

URBAN COLLECTORS



- Refer to FIGURE 2 for off-street bicycle facility design.



- Refer to FIGURE 2 for off-street bicycle facility design.

4.3) Rural Sections and Frontage Road

Rural Sections Classification & Frontage Road Summary
(All dimensions in feet)

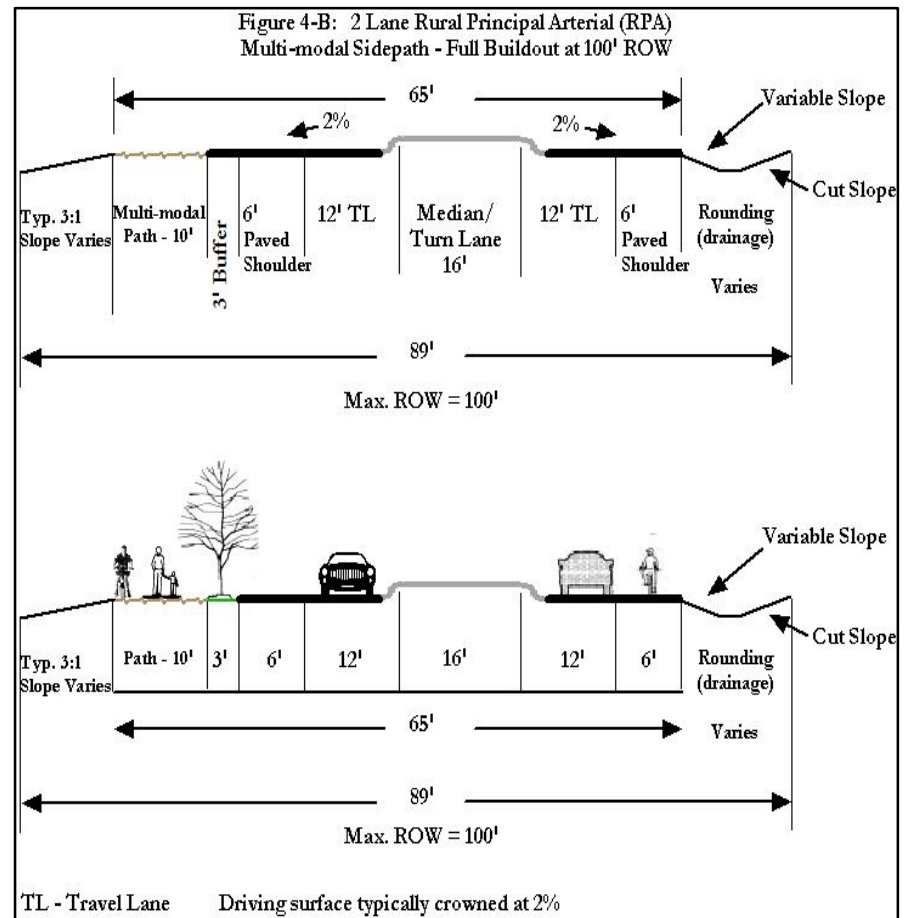
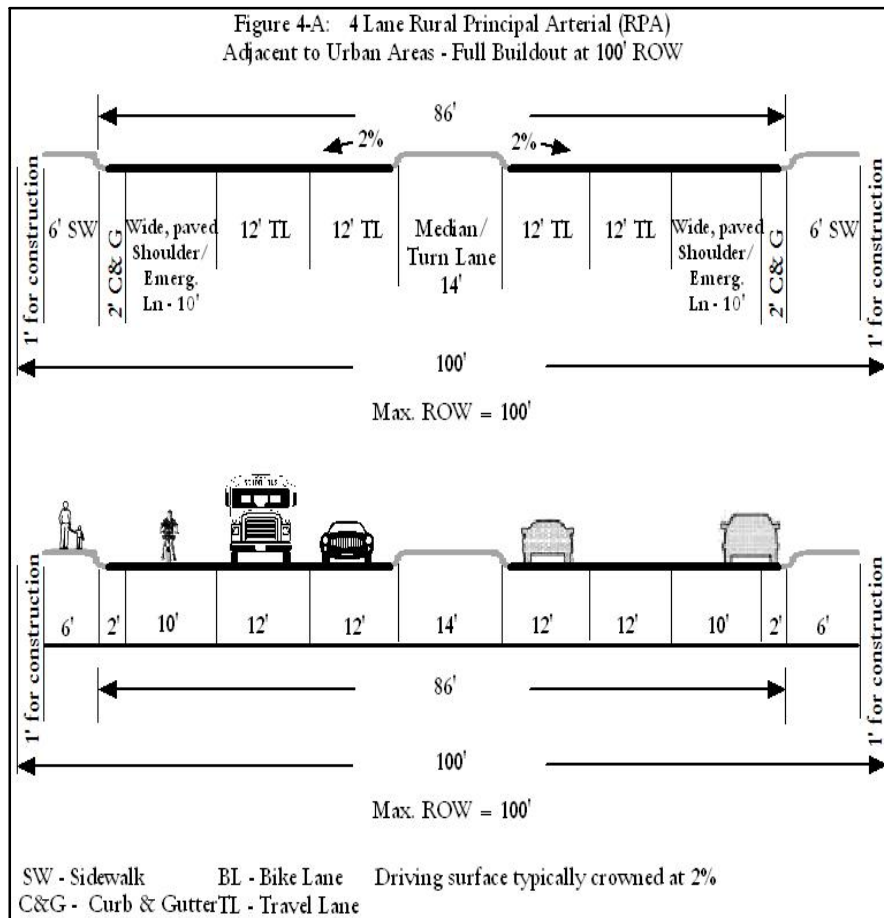
	NUM. LANES	ROW	SIDEWALK	BUFFER ZONE	BIKE LANE	TRAVEL LANE	CURB/GUTTER	MEDIAN/TURN LN	SHOULDER/EMER. LANE	SLOPE
<i>Rural Principal Arterial (RPA)*</i>	4	100	6	None	None	12	2	14	10	None
	2	100	10' (Shared Use Path)	3' (adjacent to shared use path)	10' (Shared Use path)	12	None	16	6' (paved shoulder)	12
	2	100	Part of shoulder	None	Part of shldr	12	None	16	13' (suggest paved shoulder)	12
<i>Rural Minor Arterial (RMA)**</i>	2	80	5	4	5	12	2	14	None	None
	2	80	Part of shoulder	None	Part of shldr	12	None	14	12'	12
<i>Rural Major Collector (RCol)**</i>	2	80	5	4	5	12	2	None	10' (Park Ln)	None
	2	80	Part of shoulder	None	Part of shldr	12	None	None	12' (suggest paved shoulder)	12
<i>Rural Local (RLoc)***</i>	2	60	None	None	None	12	None	None	5	12
	2	60	5	4	None	Varies	2	None	Varies	None
<i>Frontage Road</i>	2	60	5	4	None	11	2	14	None	None

* - The Rural Principal Arterial has three variations: one adjacent to urban areas, one with a multi-modal sidepath, and one for outlying, rural areas

** - These rural road sections have variations: one adjacent to urban areas and one for outlying, rural areas

*** - The Rural Local is based on San Juan County road sections. A variation is provided to include sidewalks, parking, and bike lanes.

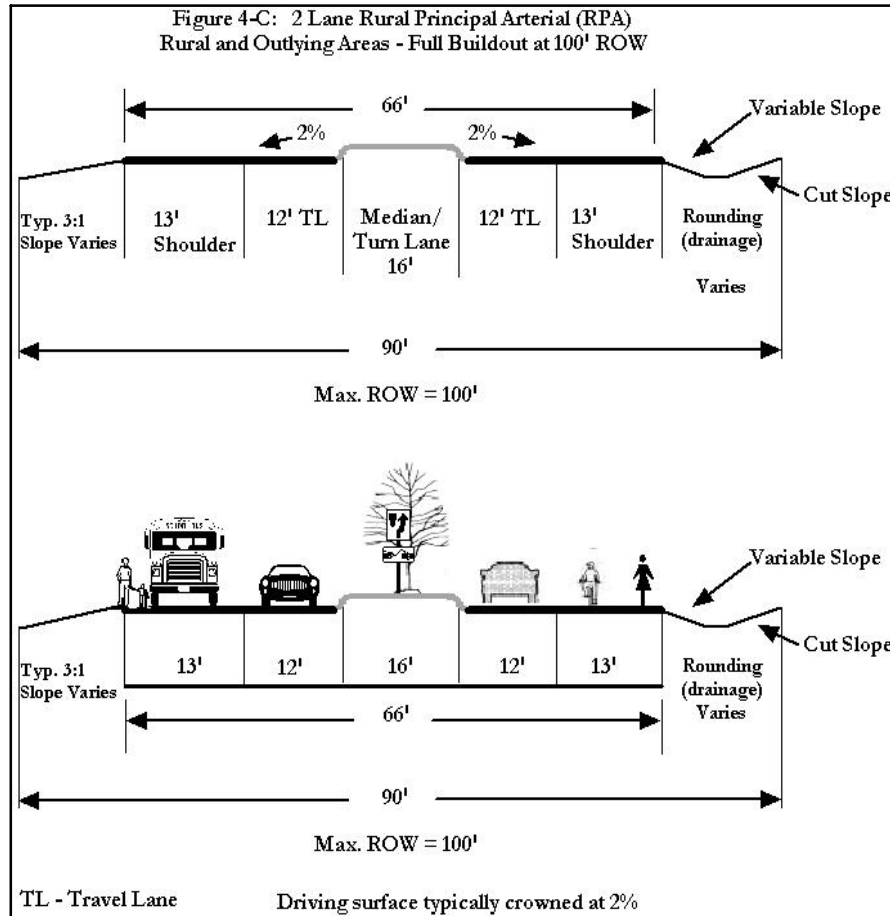
RURAL PRINCIPAL ARTERIALS



- This option would be used for RPA adjacent to urban developments.
- Wide Shoulder could be used to accommodate bicyclists.
- When road transitions into a UPA, replace Wide Shoulder with bike lane and buffer elements as shown in UPA section.
- NOTE: the median can be a minimum of 6' for areas of a corridor that do not require space for turn lanes.

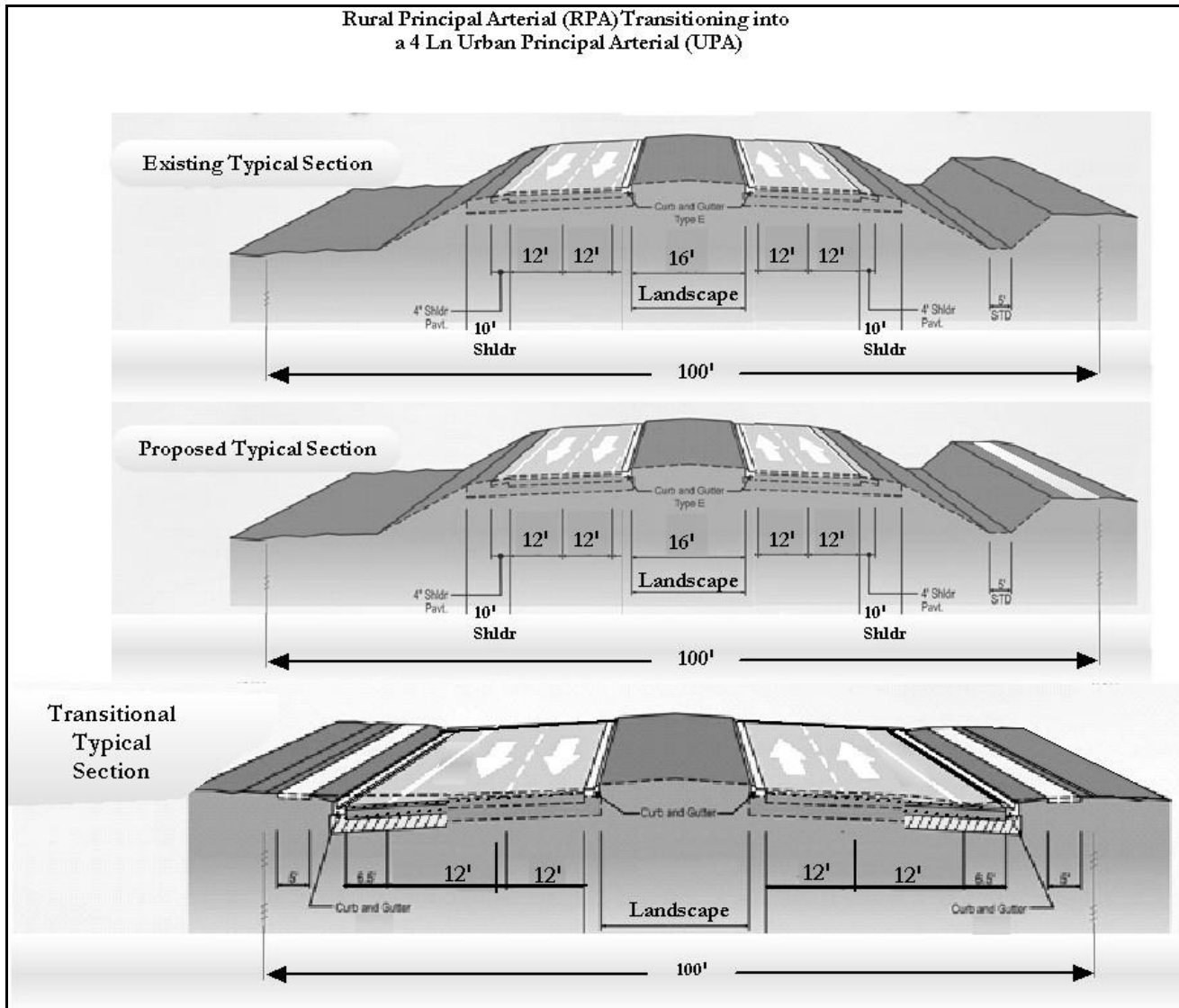
- This option would be used for RPA that transitions from urban to rural.
- A multi-modal sidepath could be incorporated for a corridor where access control is established.
- Buffer material may be grass, asphalt, or striped.
- Geotechnical analysis and soil conditions must be taken into account.
- NOTE: the median can be a minimum of 4' for areas of a corridor that do not require space for turn lanes.

RURAL PRINCIPAL ARTERIALS (continued)

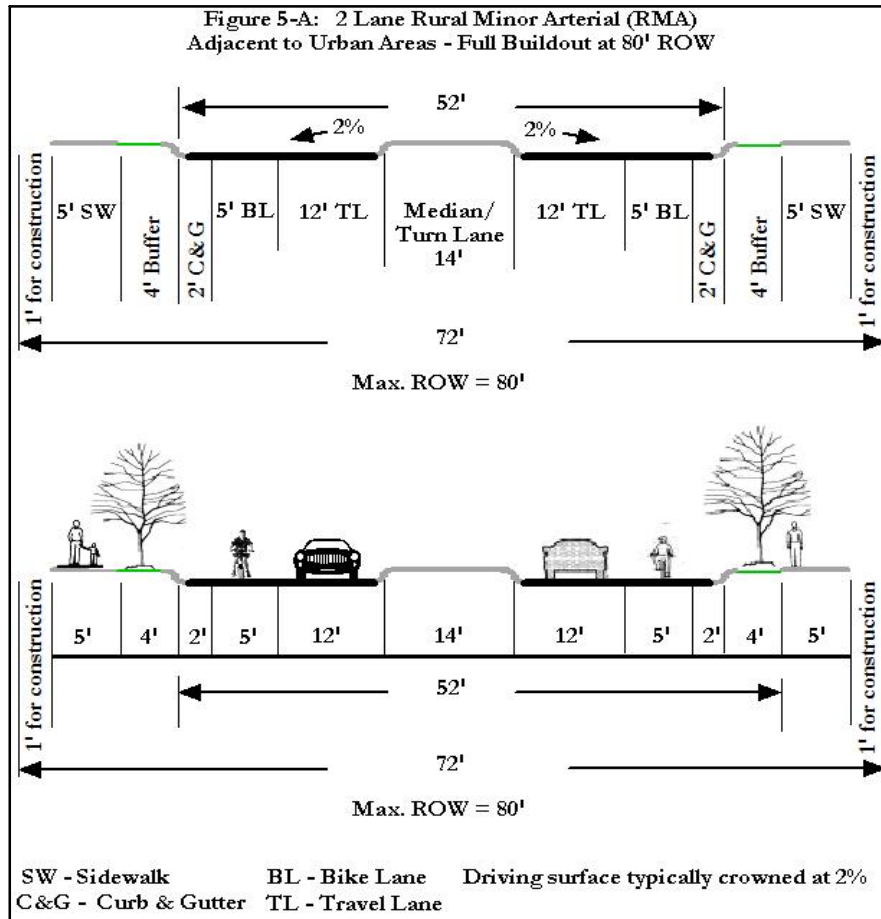


- Shoulder serves as emergency lane (6' minimum needed).
- Suggest 13' paved shoulders to function as emergency lane and to accommodate bicyclists and pedestrians.
- Geotechnical analysis and soil conditions must be taken into account.
- NOTE: the median can be a minimum of 6' for areas of a corridor that do not require space for turn lanes.

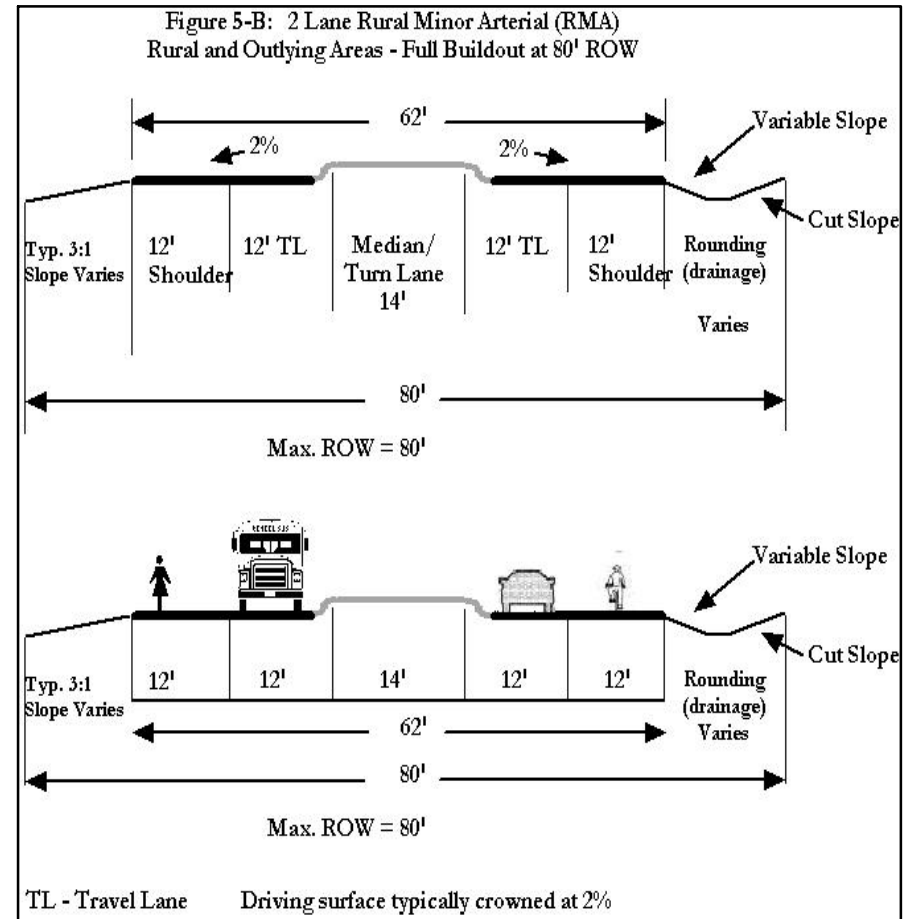
RURAL PRINCIPAL ARTERIALS (continued)



RURAL MINOR ARTERIALS

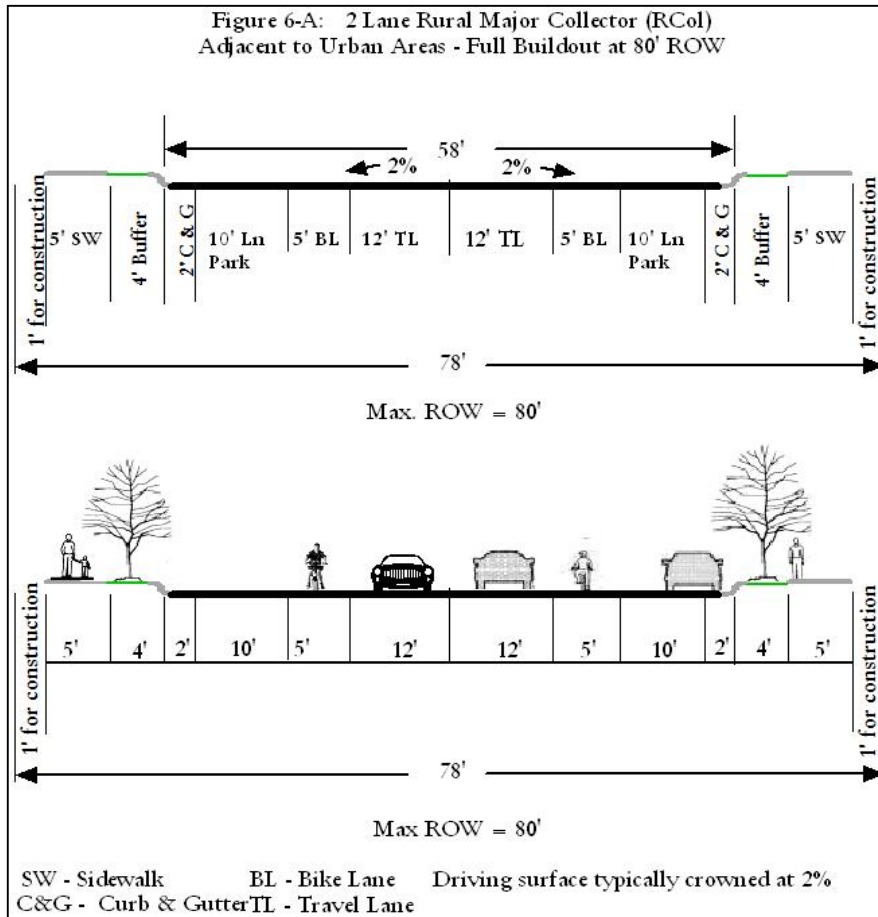


- This option would be used for RMA adjacent to urban areas.

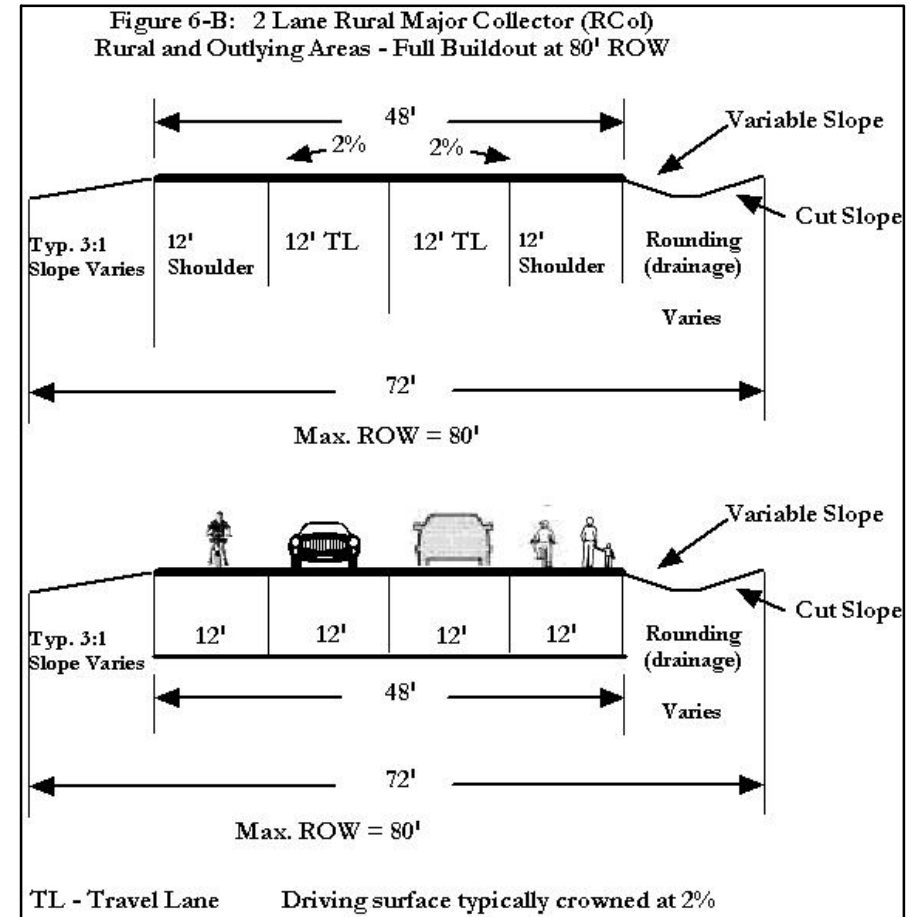


- This option would be used for RMA in rural and outlying areas.
- Shoulder must be 6' minimum.
- Suggest a paved shoulder to accommodate bicyclists and pedestrians.
- Geotechnical analysis & soil conditions must be taken into account.
- NOTE: the median can be a minimum of 4' for areas of a corridor that do not require space for turn lanes.

RURAL MAJOR COLLECTORS

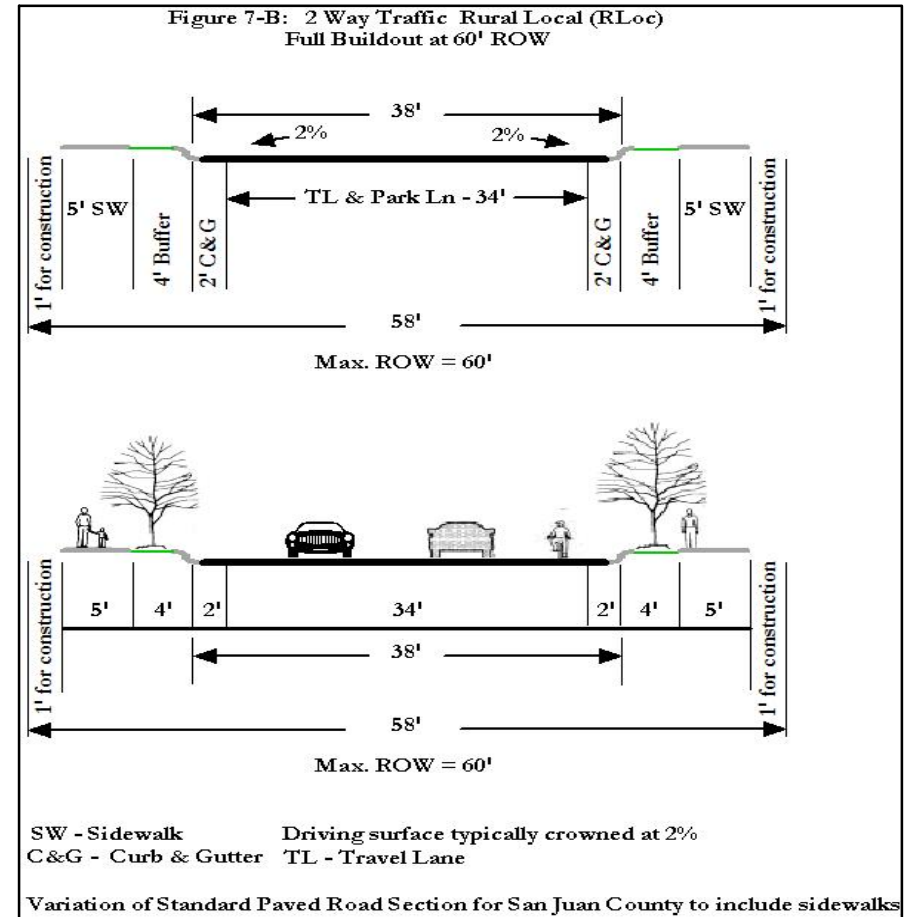
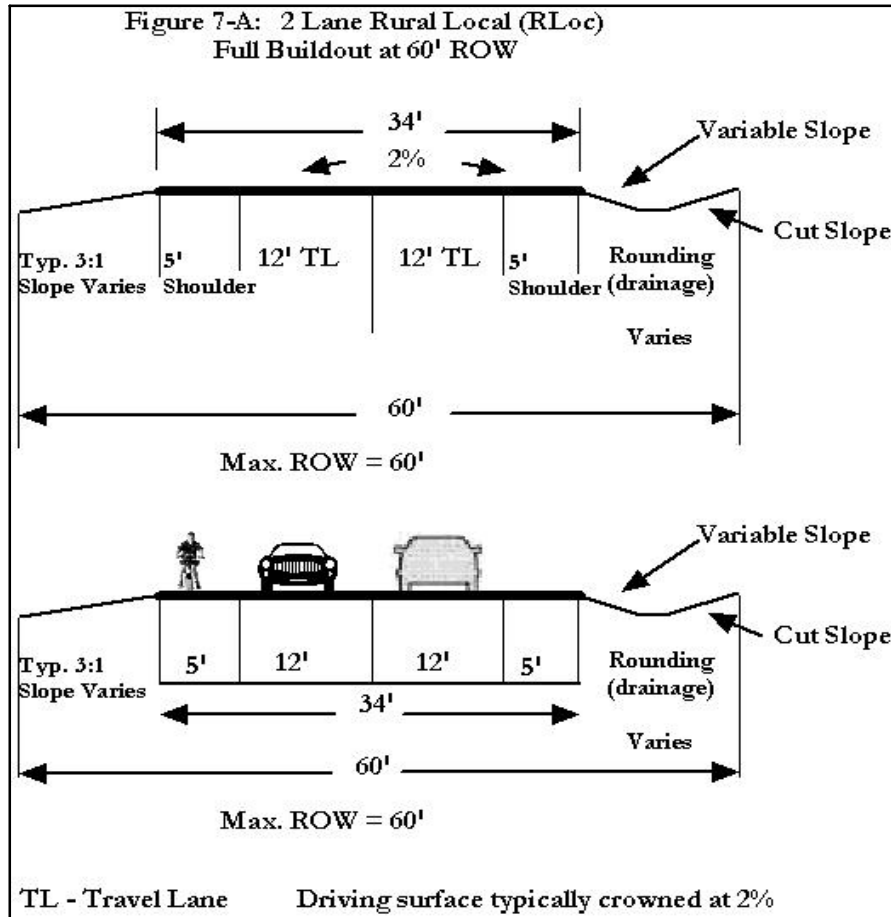


- Shoulders must be 6' minimum.
- Suggest a paved shoulder to accommodate bicyclists and pedestrians.
- Geotechnical analysis & soil conditions must be taken into account.



- This option would be used for RCol adjacent to urban areas.
- Additional space is given to parking lane to reduce 'door zone' for bicyclists.

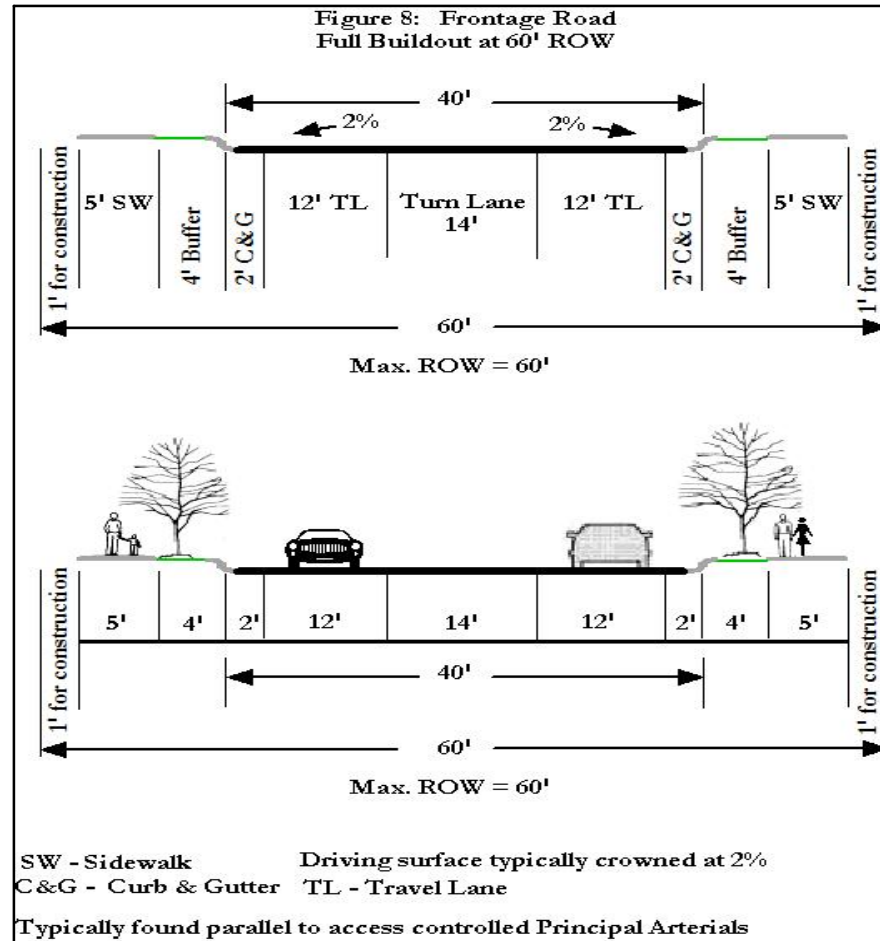
RURAL LOCAL



- Based on Standard Paved Road Section for San Juan County.
- Suggest a paved shoulder for use by bicyclists and pedestrians.
- Geotechnical analysis & soil conditions must be taken into account.

- Variation of the Standard Paved Road Section for San Juan County to include sidewalks.

FRONTAGE ROAD



SECTION 5: INTERSECTION and DRIVEWAY SPACING STANDARDS

5.1) Introduction

Intersection spacing is defined as cross roads that intersect the main road. The implementation of uniformly spaced intersections can accommodate varying traffic flows in an efficient manner. Access spacing for the intersection types, whether signalized or unsignalized, is based on posted speed limits. Spacing requirements shown in Table 5-1 are minimum requirements. Driveway spacing requirements, shown in Table 5-2, are based on the type of allowed access.

5.2) Intersection Spacing

**Table 5-1 – Intersection Access Spacing
(Centerline to Centerline in Feet)**

ROAD CLASS	POSTED SPEED	SIGNAL SPACING	UNSIGNALIZED SPACING	ROAD CLASS	POSTED SPEED	SIGNAL SPACING	UNSIGNALIZED SPACING
<i>Urban Principal Arterial (UPA)</i>	≤ 30 mph	2,640	1,320	<i>Rural Principal Arterial (RPA)</i>	≤ 30 mph	2,640	1,320
	35 to 40 mph	2,640	1,320		35 to 40 mph	2,640	1,320
	45 to 50 mph	2,640	1,320		45 to 50 mph	5,280	2,640
	≥ 55 mph	5,280	1,320		≥ 55 mph	5,280	2,640
<i>Urban Minor Arterial (UMA)</i>	≤ 30 mph	1,760	660	<i>Rural Minor Arterial (RMA)</i>	≤ 30 mph	1,760	660
	35 to 40 mph	1,760	660		35 to 40 mph	2,640	660
	45 to 50 mph	2,640	660		45 to 50 mph	2,640	1,320
	≥ 55 mph	5,280	1,320		≥ 55 mph	5,280	2,640
<i>Urban Collector (UCol)</i>	≤ 30 mph	1,100	330	<i>Rural Major Collector (RCol)</i>	≤ 30 mph	1,320	330
	35 to 40 mph	1,320	330		35 to 40 mph	1,760	660
	45 to 50 mph	1,760	660		45 to 50 mph	2,640	1,320
					≥ 55 mph	2,640	1,320
<i>Frontage</i>	Commercial/ Industrial	N/A	330	<i>Rural Local (RLoc)</i>	≤ 30 mph	1,320	330
	Residential	N/A	150				

5.3) Driveway Spacing

**Table 5-2 – Driveway Spacing
(Centerline to Centerline in Feet)**

URBAN ROAD DRIVEWAY SPACING (min. requirements in feet)					RURAL ROAD DRIVEWAY SPACING (min. requirements in feet)				
ROAD CLASS	POSTED SPEED	Full Access*	Partial Access*	Traversable Median*	ROAD CLASS	POSTED SPEED	Full Access*	Partial Access*	Traversable Median*
<i>Urban Principal Arterial (UPA)</i>	≤ 30 mph	1,320	200	200	<i>Rural Principal Arterial (RPA)</i>	≤ 30 mph	1,320	225	225
	35 to 40 mph	1,320	325	325		35 to 40 mph	1,320	350	350
	45 to 50 mph	1,320	450	450		45 to 50 mph	2,640	500	500
	≥ 55 mph	1,320	625	625		≥ 55 mph	2,640	775	775
<i>Urban Minor Arterial (UMA)</i>	≤ 30 mph	660	175	175	<i>Rural Minor Arterial (RMA)</i>	≤ 30 mph	660	200	200
	35 to 40 mph	660	275	275		35 to 40 mph	660	325	325
	45 to 50 mph	660	400	400		45 to 50 mph	1,320	450	450
	≥ 55 mph	1,320	600	600		≥ 55 mph	2,640	725	725
<i>Urban Collector (UCol) (Commercial/ Industrial)</i>	≤ 30 mph	330	150	150	<i>Rural Major Collector (RCol)</i>	≤ 30 mph	330	200	200
	35 to 40 mph	330	225	225		35 to 40 mph	660	300	300
	45 to 50 mph	660	350	350		45 to 50 mph	1,320	425	425
						≥ 55 mph	1,320	550	550
					<i>Rural Local (Rloc)</i>	≤ 30 mph	<i>Case by case; will vary</i>		
					<i>Frontage (Comm/Indust)</i>	≤ 30 mph	330	175	N/A
						35 to 40 mph	330	225	N/A

* Definitions:

- Full Access – typically a 4-way intersection or two driveway cuts that intersect with the main road directly across from each other
- Partial Access – typically a T-intersection (3 legs) or a driveway that only permits right-in/right-out turns.
- Traversable Median – pavement material that allows free left hand turns.

SECTION 6: CORNER CLEARANCE

6.1) Corner Clearance Standards

Corner Clearance is the distance from an intersection to the closest driveway, measured from the intersection radius to the inside edge of the driveway (see diagram below). It is needed to preserve the functionality of the intersection (see Figure 6A). Some factors that influence corner clearance spacing include functional intersection area, stopping sight distance, and the presence of right-turn lanes. Inadequate corner clearances can result in traffic operation, safety, and capacity problems.

Minimum Corner Clearance distances for the various road classifications described earlier will be based on Table 6-1 and determined by speed limits that are in proximity to the intersection. For driveways that cannot meet the corner clearance standards, it is recommended that they be consolidated with nearby driveways or that cross access be permitted to provide shared property access.

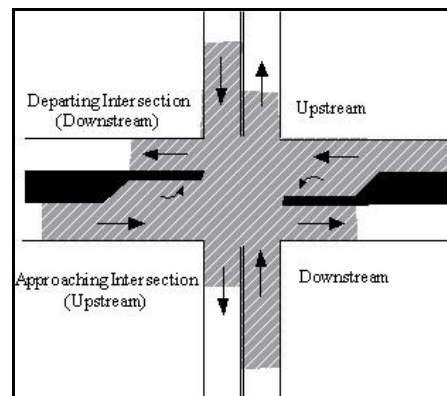
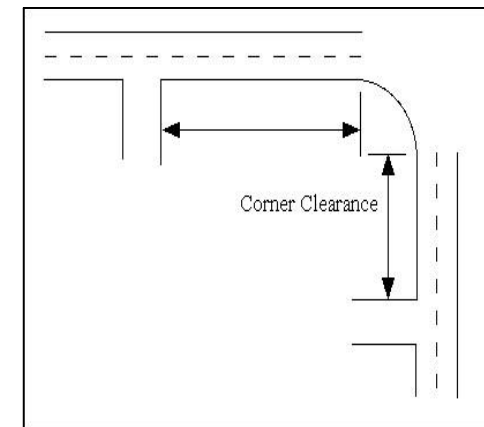


Figure 6A – Functional Area of an Intersection

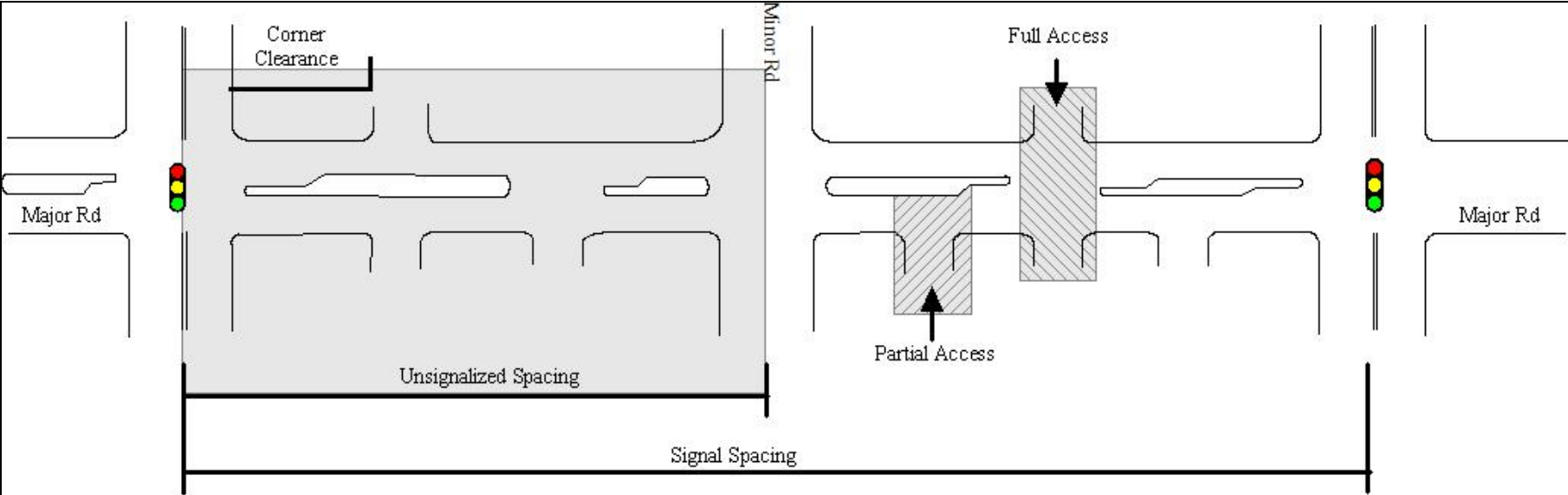
Table 6-1 – Corner Clearance

Speed (mph)	Minimum Corner Clearance Distance
20	115'
25	155'
30	200'
35	250'
40	305' (1/16 mi = 330)
45	360'
50	425'
55	495'
60	570'
65	645' (1/8 mi = 660)
70	730'



Corner Clearance Diagram

The following diagram illustrates the interaction among intersection spacing, driveway spacing, and corner clearance.

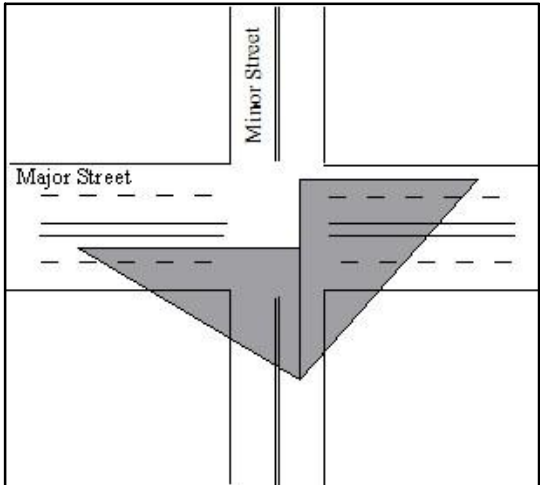


6.2) Sight Distance

Sight distance at all access locations shall be adequate to provide safe operating conditions for the motoring public. Adequate stopping sight distance is needed for motorists passing the access point and adequate entering and crossing sight distances are needed for motorists using the access. Unobstructed sight distance must be maintained in both directions from the intersection or driveway point. Any potentially obstructing objects such as but not limited to advertising signs, trees and bushes, and structures shall be designed, placed and maintained at a height not to interfere with the sight distances needed by any vehicle using the access. Roadway reconstruction may be required to provide adequate sight distance.

Stopping sight distance (SSD) is an estimate of the distance required for a motorist to perceive a vehicle in the roadway at the access and come to a complete stop before striking the vehicle. Entering sight distance is the distance that an approaching vehicle, traveling at the posted speed limit, must be seen from the access point to permit a vehicle to safely enter the roadway or to cross the roadway. Entering sight distance applies to vehicles exiting a site by turning left or right, or crossing a roadway, from a stopped condition.

Figure 6B – Typical Sight Distance Triangle



SECTION 7: MEDIAN CONTROL

7.1) Introduction

All arterial roadways shall have access control using medians. Non-traversable medians are used to reduce intersection conflict points, regulate turn movements, physically separate vehicles moving in opposite directions, and provide a refuge island for pedestrians. Non-traversable medians are often used to address safety concerns. Studies have shown that non-traversable medians (raised or landscaped) can reduce crashes by 40%.

7.2) Guidelines for Selecting a Median Type

Use a Two-Way Left Turn Lane (TWLTL) when:

- Average Daily Traffic (ADT) is less than 24,000 vehicles per day.
- On collector streets in residential neighborhoods.
- On collector streets where access locations are at a minimum.

Use a Non-traversable median when:

- Building any new multi-lane urban arterial.
- ADT is greater than 24,000 vehicles per day.
- Multi-lane highways have high pedestrian activity.
- Locations have a high crash rate.

- Locations need left-turn access control in order to improve safety.

A traversable median allows for free left turns but does not physically prevent vehicles from entering it or crossing it. This type of median is not encouraged.

7.3) Median Opening Spacing Considerations

Guidelines for median opening spacing are as follows:

- Sufficient width is needed to allow use as a directional opening (typically 14' minimum).
- Median openings should be designed to accommodate the largest design vehicle anticipated to use the opening.
- The median opening should be designed to permit U-turns where practical and feasible.
- The length needed for left turn bays is based on site-specific conditions.
- Median openings at intersections or full-access driveways should be spaced with a minimum frequency based upon the road classification and posted speed as defined in Table 5-2.
- Adequate storage, deceleration, and taper lengths should be provided for each speed change lane installed at a median opening based on site-specific conditions.

7.4) Driveway Spacing and Medians

The location and interaction of driveway spacing and medians should be based on the following:

- It is strongly recommended that driveways on opposite sides of the road be aligned to create a four-legged intersection with a median opening that provides full access (See Figure 7A). In this scenario, driveway centerlines should be centered approximately with the median opening.
- A T-intersection using a non-traversable median opening should typically be developed as defined in Figure 7B.
- Refer to Figures 7C & 7D for other permitted turn movements that allow access.
- Offset driveway locations should be avoided whenever possible.
- Where offset driveway locations are expected to result in turning movement conflicts at the median opening, access restrictions should be considered.
- Other median options can be developed with consideration of spacing standards and site conditions.

Figure 7A – Full Access Median

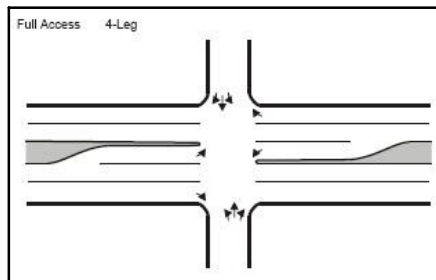


Figure 7B – 3-Leg Partial Access Median

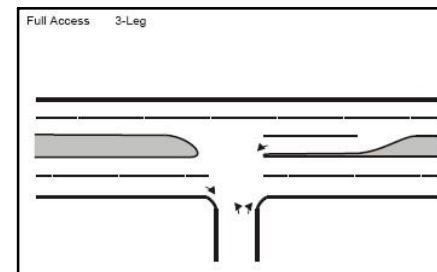


Figure 7C – Permitted Turns with Non-Traversable Median

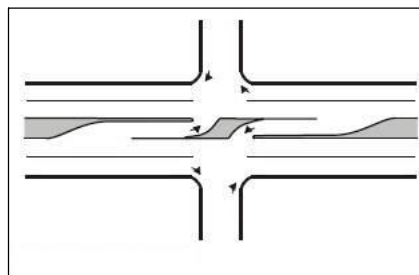
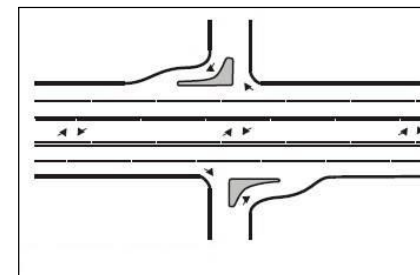


Figure 7D – Permitted Turns with a Two-Way Left Turn Lane (TWLTL)



SECTION 8: ACCESS MANAGEMENT and BICYCLE/PEDESTRIAN PLANNING

8.1) Bicycle/Pedestrian Standards

Access management can have beneficial impacts to pedestrians and bicyclists. (For more information on pedestrian/bicycle policies and standards, review the FMPO Bicycle/Pedestrian Plan on the MPO website at: <http://www.farmingtonmpo.org>). Several of the following standards call for safety improvements that protect bicyclists and pedestrians from motor vehicles.

Standards

- Locate applicable pedestrian facilities on all collector and arterial streets
- Require development of median refuge islands on all 4 and 6 lane arterials
- Require bicycle and pedestrian access (e.g. by way of an easement) at the end of cul-de-sacs
- Provide buffer zone (detached sidewalks) on all arterials
- Permit attached sidewalks on collectors
- Require facilities to meet ADA requirements, especially where pedestrian use may be expected across an access point. The vertical and horizontal design characteristics of the access shall be designed in accordance with the *Americans with Disabilities Act*.

8.2) Shared Use Paths and Intersections

Several guidance documents from national transportation organizations recommend that shared use paths (or sidepaths) to accommodate bicyclists and pedestrians be installed along limited access roadways. Caution should be exercised when installing a shared use path in an urban setting. This type of multi-modal facility works best where fewer access points provide bicyclists and pedestrians with long stretches of uninterrupted travel.

The entities may also elect to install sidepaths adjacent to corridors with high speeds and high volumes for the safety of bicyclists and pedestrians. It is recommended that the design criteria of sidepaths meet the requirements as outlined in the AASHTO Guide for the Development of Bicycle Facilities and the Farmington MPO Bicycle/Pedestrian Plan.

Figure 8A – Yield to Bike Lane

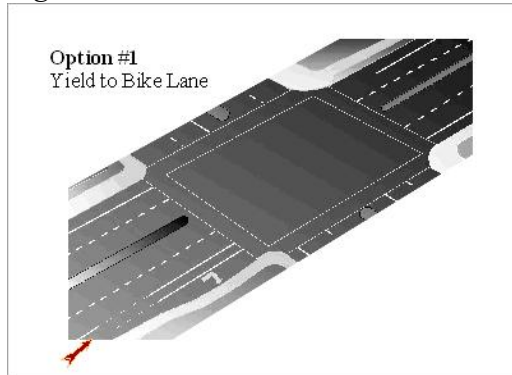


Figure 8B – Shared Use Path

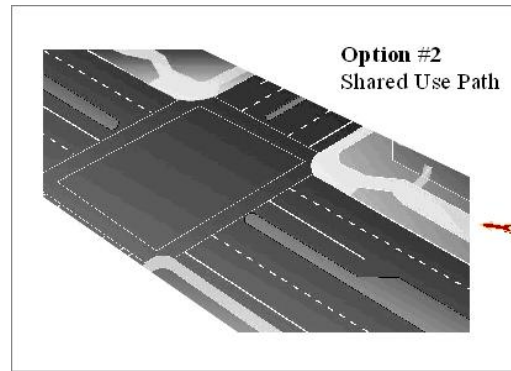
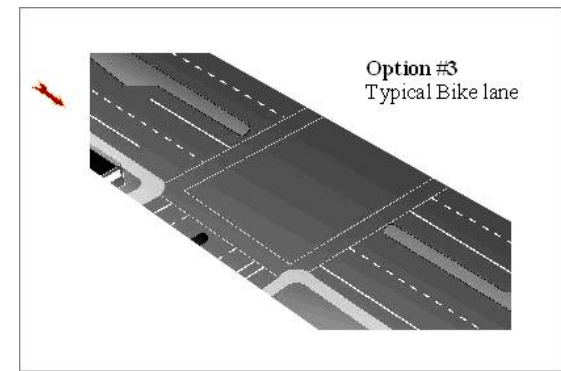


Figure 8C – Typical Bike Lane



Figures 8A-C show three typical options for the placement of bicycle facilities. Where shared use paths meet existing intersections (Figure 8B), it is recommended that the sidepath be brought back to the intersection itself. In this way, bicyclists and pedestrians can use crosswalks as designated places to traverse the intersection. This is also the location where drivers expect to see walkers and bicyclists. The intersection must also be kept clear of obstructions (signs, shrubs, etc.) that may block sightlines.

SECTION 9: ADMINISTRATIVE REVIEW PROCESS and VARIANCES

9.1) Administrative Review Process

The following information outlines the Administrative Review and Variance Process. The full authority of these procedures are carried out and enforced by the local agencies.

Access requests that deviate from the Farmington MPO Access Management Plan or that are requested on a controlled-access facility shall be acted on by the development director or their designee according to the procedures set out in the governing municipality or county. The governing body will review access requests on a case-by case basis and should work with the applicant in an attempt to resolve all difficulties prior to taking final action on the application. For access requests on a facility owned by NMDOT, the state department of transportation must be involved in process.

9.2) Requests for variance

Requests for variance from the access standards may be submitted to the development director or their designee and shall be considered an attachment to the permit application. The review of variance requests shall be in accordance with procedures set forth by the governing municipality or county.

If it is determined that a permittee is in violation of the access management standards or any conditions of a permit, the governing municipality or county may revoke the permit.

9.3) Appeals and Variance Procedures

- (1) If the permittee or applicant objects to the denial of a permit application by the governing body, or objects to any of the terms or conditions of the permit placed therein by the governing body, a written appeal shall be filed with the appropriate governing body within thirty (30) days of the transmittal of notice of denial or transmittal of the approved permit. The request shall include reasons for the appeal and may include recommendations by the permittee or applicant.
- (2) If an applicant wishes to seek a variance from the access standards, a written request shall be submitted as an attachment to the permit application form. The request for variance should include specific and documented reasons.
- (3) Review of the request for variance shall follow the procedure described in the governing municipality or county regulations.

CONCLUSION

The Farmington MPO Access Management Plan provides useful techniques to improve safety of collectors and arterials by controlling the number of access points to these roadways. These techniques preserve the capacity of regional roadways as well as the functionality of the various road classifications. These policies and standards will be applicable to new roads and should also be implemented wherever feasible as existing roads are retrofitted or reconstructed. Adoption of the plan at the regional and local levels will ensure access management is consistent among the four local governments.