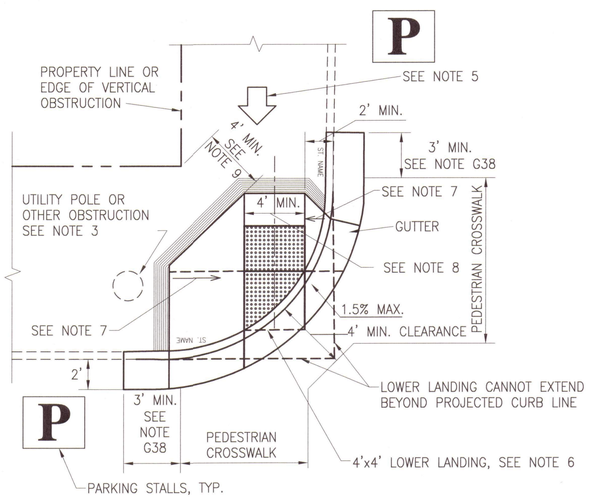
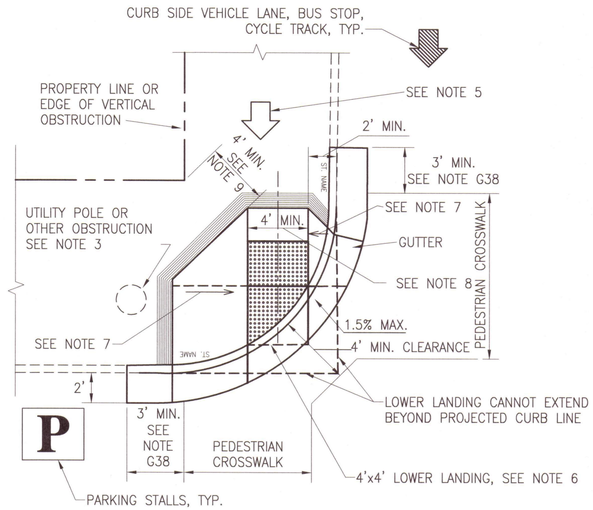
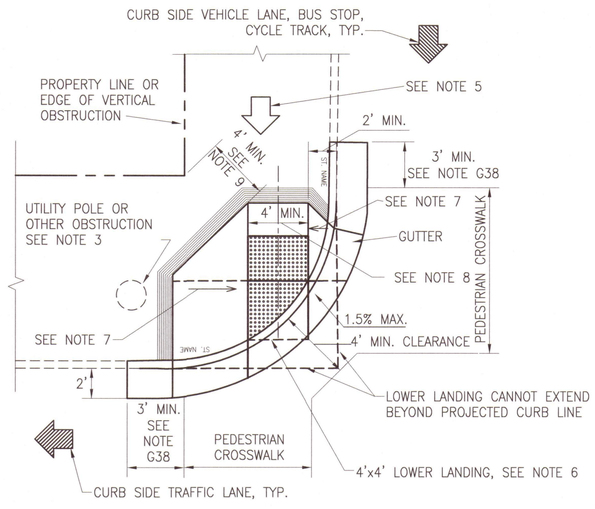
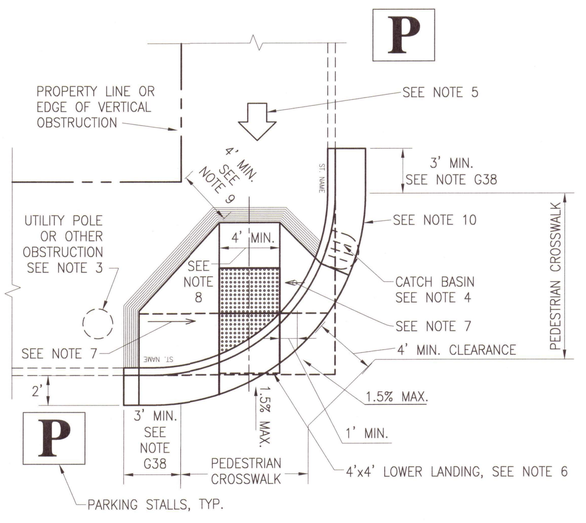
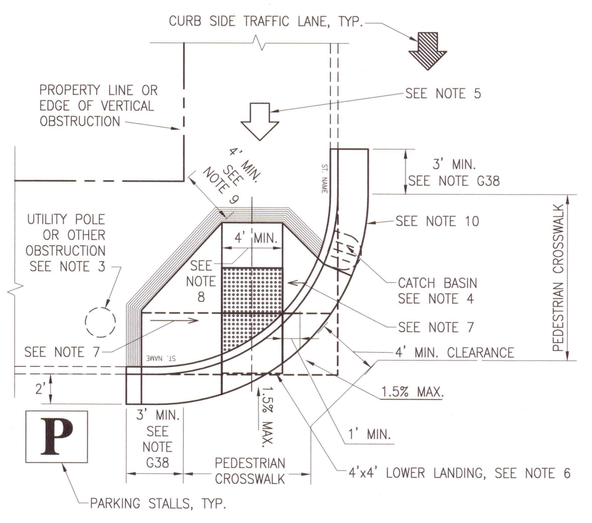
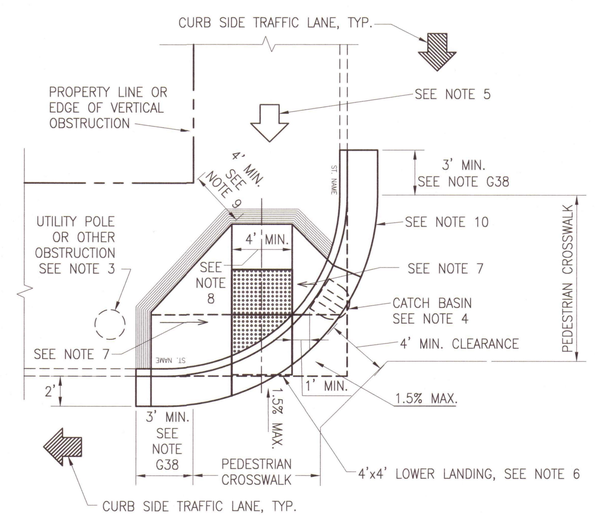
	COLUMN A LOCATIONS WITH FULL TIME CURB SIDE PARKING ON EACH CURB FACE ADJACENT TO CURB RETURN AREA	COLUMN B LOCATIONS WITH FULL TIME CURB SIDE PARKING ON ONE CURB FACE AND CURB SIDE TRAFFIC LANE INCLUDING RUSH HOUR LANE OR BUS STOP ON THE OTHER CURB FACE	COLUMN C LOCATIONS WITH CURB SIDE TRAFFIC LANE INCLUDING RUSH HOUR LANE OR BUS STOP ON BOTH CURB FACES ADJACENT TO CURB RETURN AREA
ROW 1 NO STORM DRAIN CATCH BASIN INLET IN CURB RETURN	 SINGLE CURB RAMP ALTERNATE A1 PARKING ON BOTH SIDES - NO CATCH BASIN	 SINGLE CURB RAMP ALTERNATE B1 PARKING ON ONE SIDE - NO CATCH BASIN	 SINGLE CURB RAMP ALTERNATE C1 NO PARKING - NO CATCH BASIN
ROW 2 WITH STORM DRAIN CATCH BASIN INLET IN CURB RETURN	 SINGLE CURB RAMP ALTERNATE A2 PARKING ON BOTH SIDES - WITH CATCH BASIN	 SINGLE CURB RAMP ALTERNATE B2 PARKING ON ONE SIDE - WITH CATCH BASIN	 SINGLE CURB RAMP ALTERNATE C2 NO PARKING - WITH CATCH BASIN

SHEET NOTES

1. THE ALTERNATE CURB RAMPS SHOWN ON THIS DRAWING SHALL BE USED ONLY WITH PRIOR APPROVAL FROM THE CITY ENGINEER, PUBLIC WORKS DISABILITY ACCESS COORDINATOR, OR THEIR DESIGNEE AND UPON PROPER DOCUMENTATION INDICATING LEGAL AND/OR PHYSICAL CONSTRAINTS. ONE CURB RAMP MAY SERVE TWO CROSSWALKS THAT MEET AT A SINGLE CURB RETURN ONLY WHERE IT HAS BEEN DOCUMENTED THAT PROVIDING TWO CURB RAMPS AT SUCH A LOCATION IS TECHNICALLY INFEASIBLE.
2. ALL GENERAL NOTES AND DETAILS ON DRAWING RX-2 THRU RX-5 SHALL APPLY TO THIS SHEET. FOR DETECTABLE WARNING DETAILS AND NOTES, SEE DRAWING RX-6.
3. SINGLE CURB RAMP ALTERNATES OCCUR WHEN (E) VERTICAL OBSTRUCTIONS, SUCH AS UTILITY POLES, ELECTRICAL CABINETS, FIRE HYDRANTS, OR (E) TOPOGRAPHIC CONSTRAINTS PROHIBIT THE INSTALLATION OF TWO CURB RAMPS.
4. SINGLE CURB RAMP ALTERNATE DETAILS A2, B2, AND C2 OCCUR WHEN AN (E) CATCH BASIN AT THE CURB RETURN OR (E) TOPOGRAPHIC CONSTRAINTS PROHIBIT THE INSTALLATION OF TWO CURB RAMPS.
5. THE DIRECTION OF THE RAMP SHALL FOLLOW THE PREDOMINANT PEDESTRIAN PATH OF TRAVEL WHERE CROSSWALK IS BUSIEST WHEN FEASIBLE.
6. PROVIDE A 4'x4' LOWER LANDING. THE LOWER LANDING MAY SLOPE 1.5% MAXIMUM IN EACH DIRECTION. LOWER LANDING SHALL NOT EXTEND BEYOND PROJECTED FACE OF THE CURB LINE (PROWAG R304.5.5) UNLESS TECHNICALLY INFEASIBLE.
7. THE DESIGN SLOPES ON THE FLARED SIDES SHALL BE 7.5% MAXIMUM, 6% MINIMUM MEASURED PERPENDICULAR TO THE RAMP.
8. WHERE CURB RAMP WIDTH MUST BE < 4' DUE TO A DOCUMENTED TECHNICALLY INFEASIBLE (E) CONDITION, THE WIDTH OF THE RAMP MAY BE REDUCED, BUT SHALL NOT BE < 3'.
9. WHERE PINCH POINT (CLEAR PEDESTRIAN PATH OF TRAVEL) WIDTH MUST BE < 4' DUE TO A DOCUMENTED TECHNICALLY INFEASIBLE (E) CONDITION, THE WIDTH OF THE PINCH POINT MAY BE REDUCED, BUT SHALL NOT BE < 3'.
10. CONCRETE GUTTER SHALL BE CONTINUOUS THROUGHOUT EACH CROSSWALK, TYP.

APPROVED: Kevin L. Jensen 1/27/17
PUBLIC WORKS DISABILITY ACCESS COORDINATOR DATE:
EFFECTIVE DATE: 4/3/2017

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SAN FRANCISCO PUBLIC WORKS

DESIGN & ENGINEERING
PUBLIC WORKS
CITY & COUNTY OF SAN FRANCISCO
30 VAN NESS AVENUE, 5TH FLOOR
SAN FRANCISCO, CA 94102 - 6028

		Date:
Acting Section Mgr:	DEANNA CALLEROS	1/27/17
Division Mgr:	PATRICK RIVERA	1/27/17
Acting City Engineer:	JOHN THOMAS	1/27/17

DESIGNED:	PUBLIC WORKS	DATE: 01/17
DRAWN:	PUBLIC WORKS	DATE: 01/17
CHECKED:	PUBLIC WORKS	DATE: 01/17

REGISTERED PROFESSIONAL ENGINEER
DEANNA M. CALLEROS
No. C59411
CIVIL
STATE OF CALIFORNIA
1/27/17

SCALE: NOT TO SCALE

SHEET OF SHEETS: 10 OF 11

ACCESSIBLE STREET CROSSING STANDARD

ALTERNATE CURB RAMPS SINGLE CURB RAMP PLANS

CONTRACT NO. NONE
DRAWING NO. RX-10
FILE NO. 102,863
REV. NO.