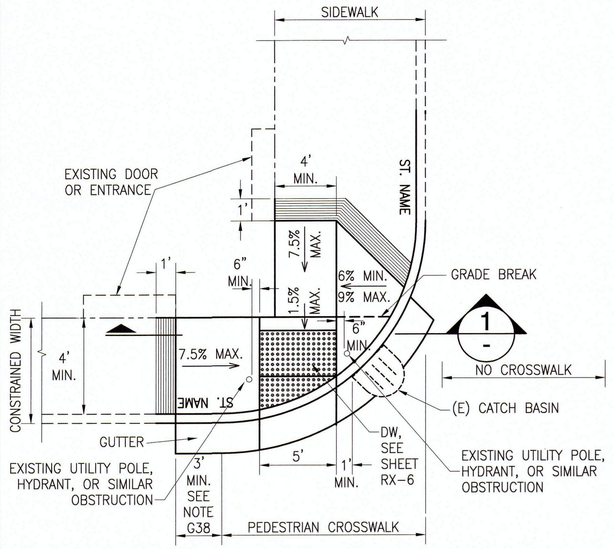
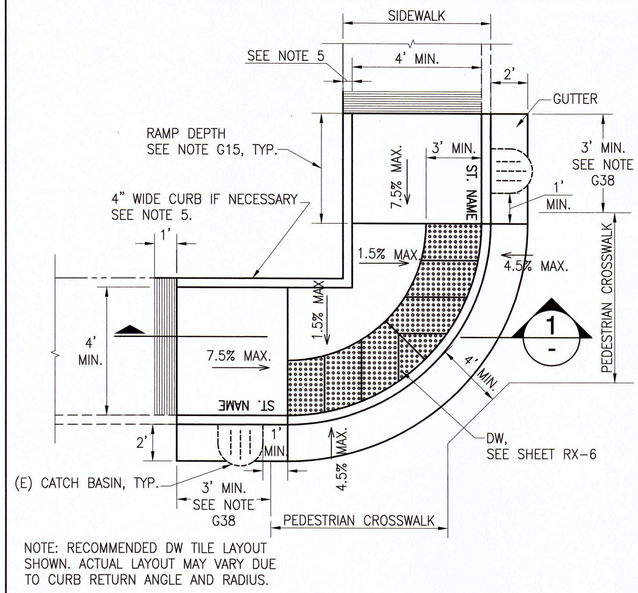
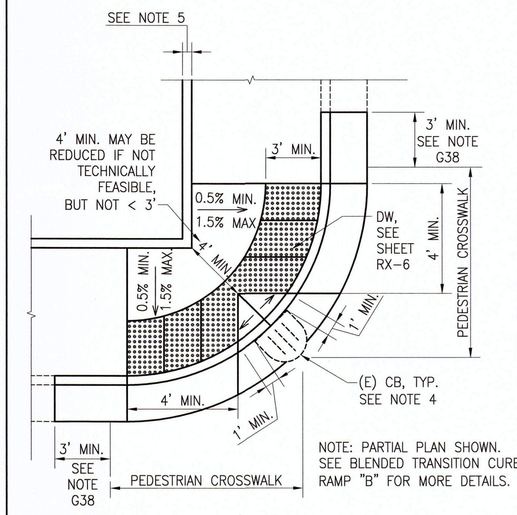


T-INTERSECTION 4-FOOT WIDE RAMP — A1 -



NOTE: RECOMMENDED DW TILE LAYOUT SHOWN. ACTUAL LAYOUT MAY VARY DUE TO CURB RETURN ANGLE AND RADIUS.

BLENDED TRANSITION CURB RAMP CATCH BASIN OUTSIDE OF CURB RETURN — B -

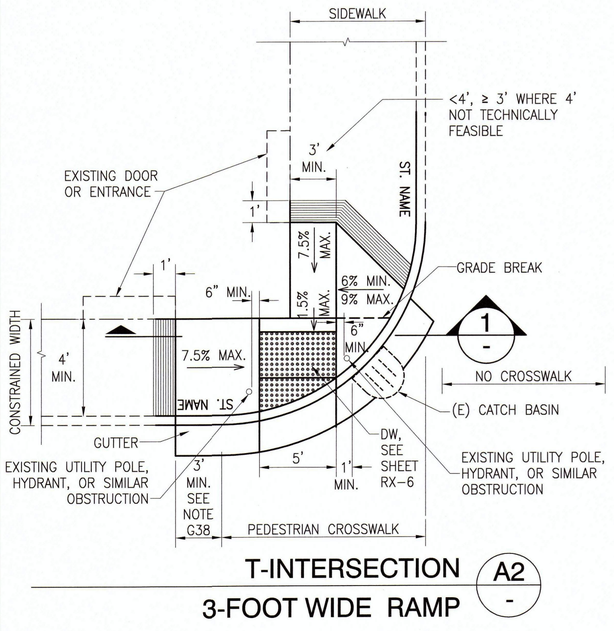


NOTE: PARTIAL PLAN SHOWN. SEE BLENDED TRANSITION CURB RAMP "B" FOR MORE DETAILS.

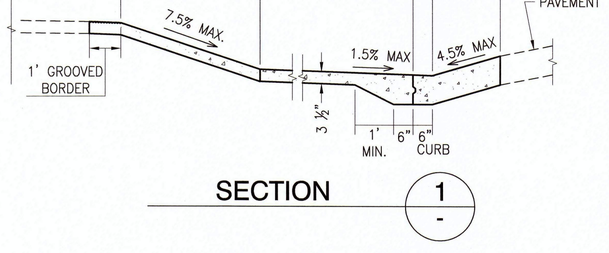
BLENDED TRANSITION CURB RAMP CATCH BASIN AT CURB RETURN — C -

SHEET NOTES

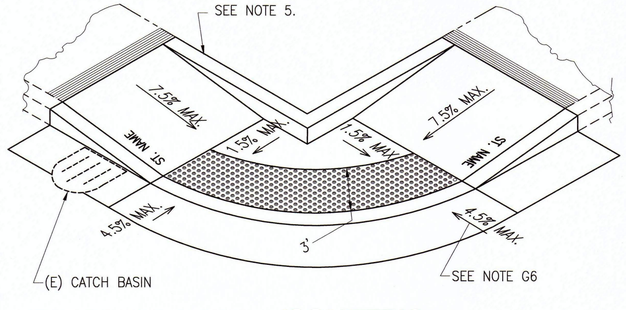
1. THE ALTERNATE CURB RAMPS SHOWN ON THIS DRAWING SHALL BE USED ONLY WITH PRIOR APPROVAL FROM THE CITY ENGINEER, PUBLIC WORKS DISABILITY ACCESS COORDINATOR, OR THEIR DESIGNEE AND UPON PROPER DOCUMENTATION OF HARDSHIP INDICATING LEGAL AND OR PHYSICAL CONSTRAINTS.
2. ALL GENERAL NOTES AND DETAILS ON DRAWING RX-2 THRU RX-5 SHALL APPLY TO THIS SHEET. FOR DETECTABLE WARNING DETAILS AND NOTES, SEE DRAWING RX-6.
3. BLENDED TRANSITION CURB RAMP "B" OR "C" SHALL BE USED ONLY UPON APPROVAL BY THE CITY ENGINEER, PUBLIC WORKS DISABILITY ACCESS COORDINATOR, OR THEIR DESIGNEE, ON A CASE BY CASE BASIS AND NOT IN NEW CONSTRUCTION TYPICALLY. POSSIBLE EXISTING CONDITIONS THAT MAY JUSTIFY USE OF ALTERNATE "B" OR "C" INCLUDE NARROW SIDEWALKS AND HIGH SLOPES WITHIN CROSSWALK AND CURB RETURN AREAS, MAKING IT TECHNICALLY INFEASIBLE TO PROVIDE A STANDARD CURB RAMP LAYOUT OR ALTERNATE CURB RAMPS SHOWN ON PREVIOUS SHEETS.
4. A CATCH BASIN AT THE CENTER OF A BLENDED TRANSITION CURB RAMP SHALL BE AVOIDED AS MUCH AS TECHNICALLY FEASIBLE. OTHER OPTIONS SHALL BE CONSIDERED FIRST, SUCH AS RELOCATING THE CATCH BASIN OUTSIDE OF THE CURB RETURN OR USE OF ALTERNATE CURB RAMPS SHOWN ON PREVIOUS SHEETS. WHEN ALL OTHER OPTIONS ARE NOT TECHNICALLY FEASIBLE, THE CATCH BASIN WITHIN THE BLENDED TRANSITION MAY REMAIN. THE CURB AT THE CATCH BASIN SHALL REACH A HEIGHT OF 4" MINIMUM, 7" MAXIMUM.
5. A 4" CURB WIDTH CAN BE CONSTRUCTED AT THE BACK OF SIDEWALK ONLY WHEN NECESSARY.
6. WHEN PATHWAY IS MADE OF ASPHALT CONCRETE, THE DETECTABLE WARNING SHALL BE SET ON CONCRETE, 4" THICK MINIMUM. FOR AREAS WHERE MAINTENANCE OR EMERGENCY VEHICLE TRAFFIC WILL TRAVEL ON DETECTABLE WARNINGS (DW), CONCRETE SHALL BE A MINIMUM OF 6" THICK.



T-INTERSECTION 3-FOOT WIDE RAMP — A2 -

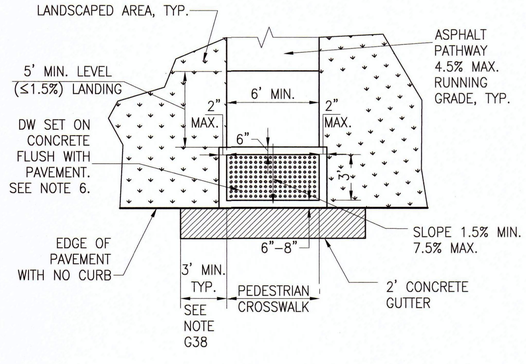


SECTION — 1 -

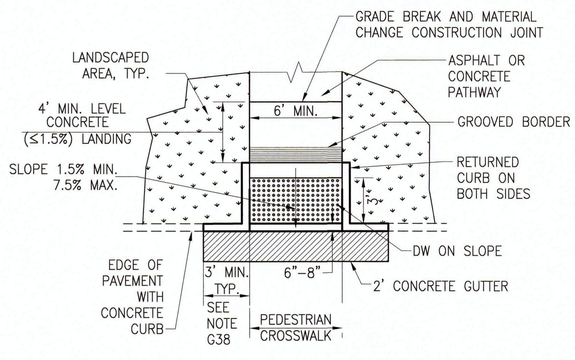


NOTE: DW TILE LAYOUT NOT SHOWN.

ISOMETRIC



LANDSCAPED PATHWAY NO CURB LAYOUT — D -



LANDSCAPED PATHWAY RETURNED CURB LAYOUT — E -

APPROVED: [signature] 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

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: 11 OF 11

ACCESSIBLE STREET CROSSING STANDARD

ALTERNATE CURB RAMPS CONSTRAINED T-INTERSECTION RAMPS AND BLENDED TRANSITION CURB RAMPS

CONTRACT NO. NONE
DRAWING NO. RX-11
FILE NO. 102,864
REV. NO.