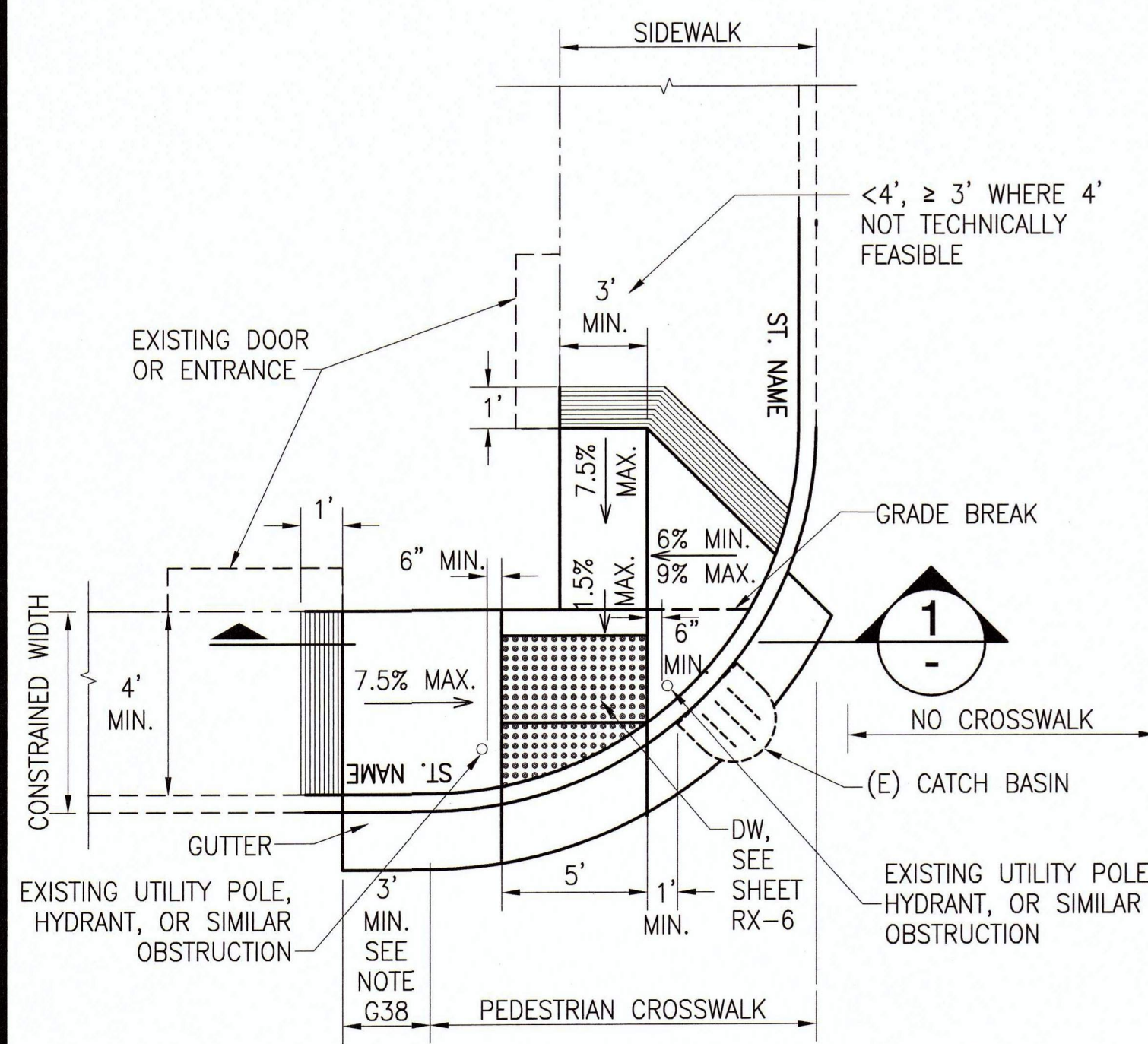
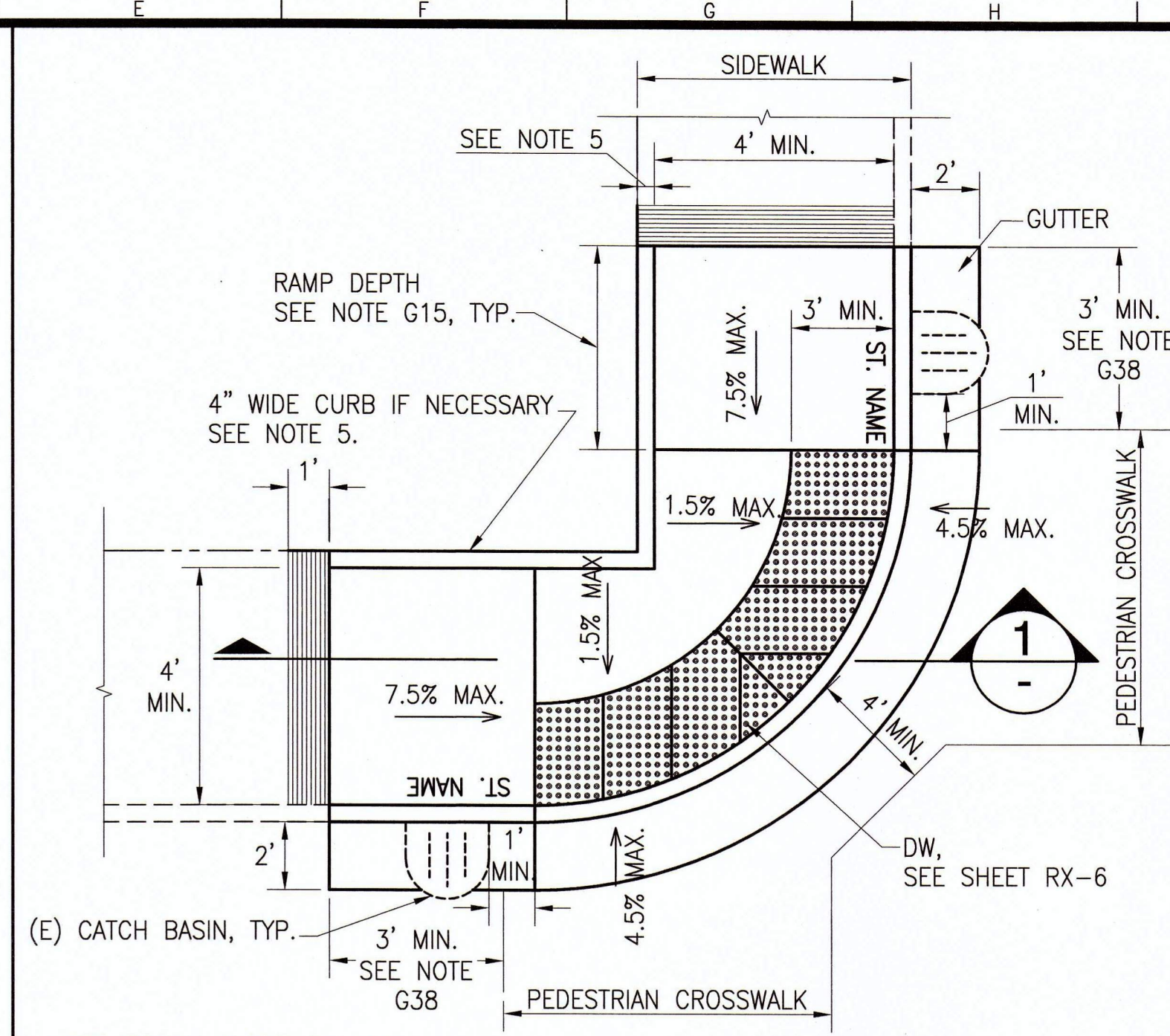


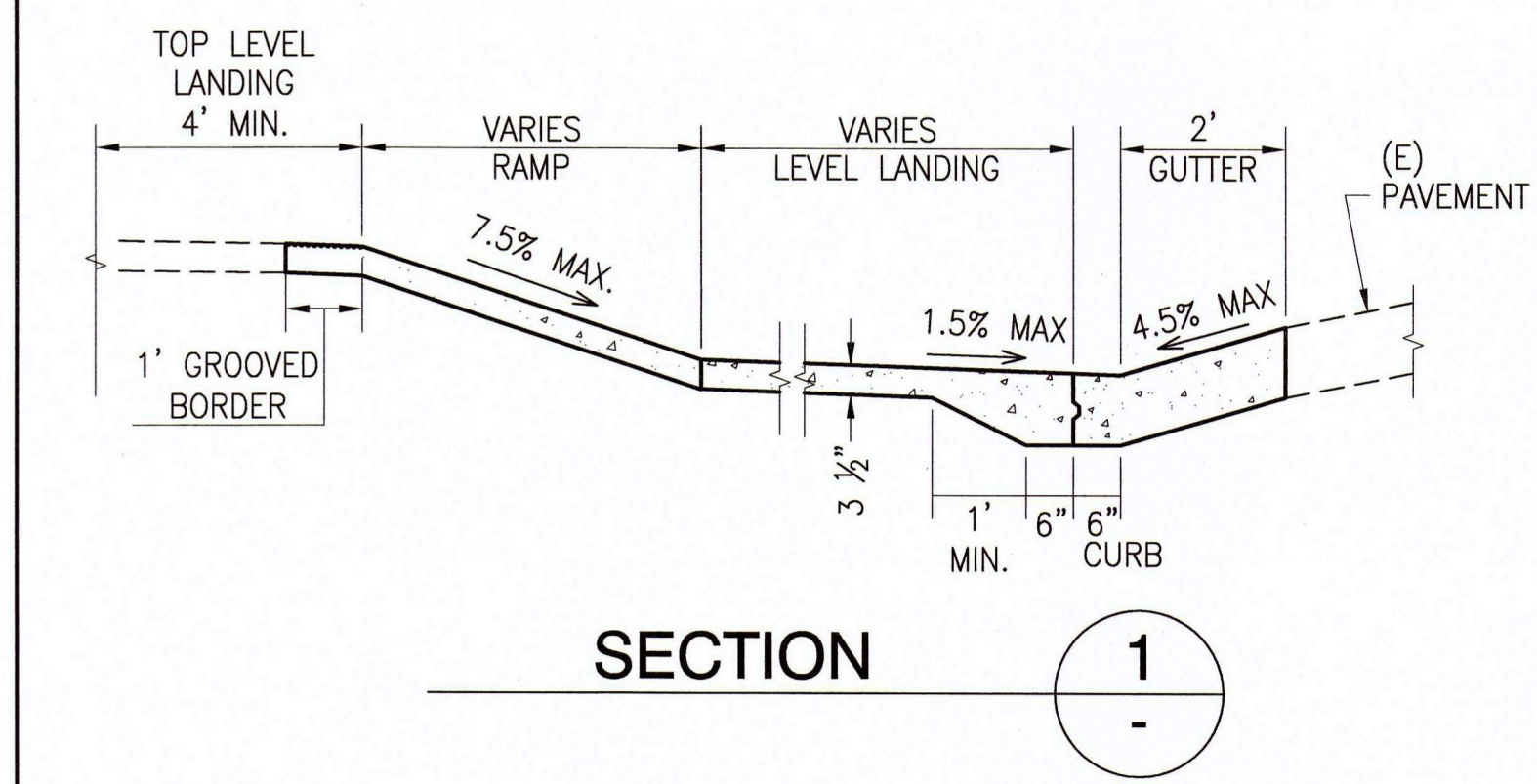
**T-INTERSECTION  
4-FOOT WIDE RAMP** (A1)



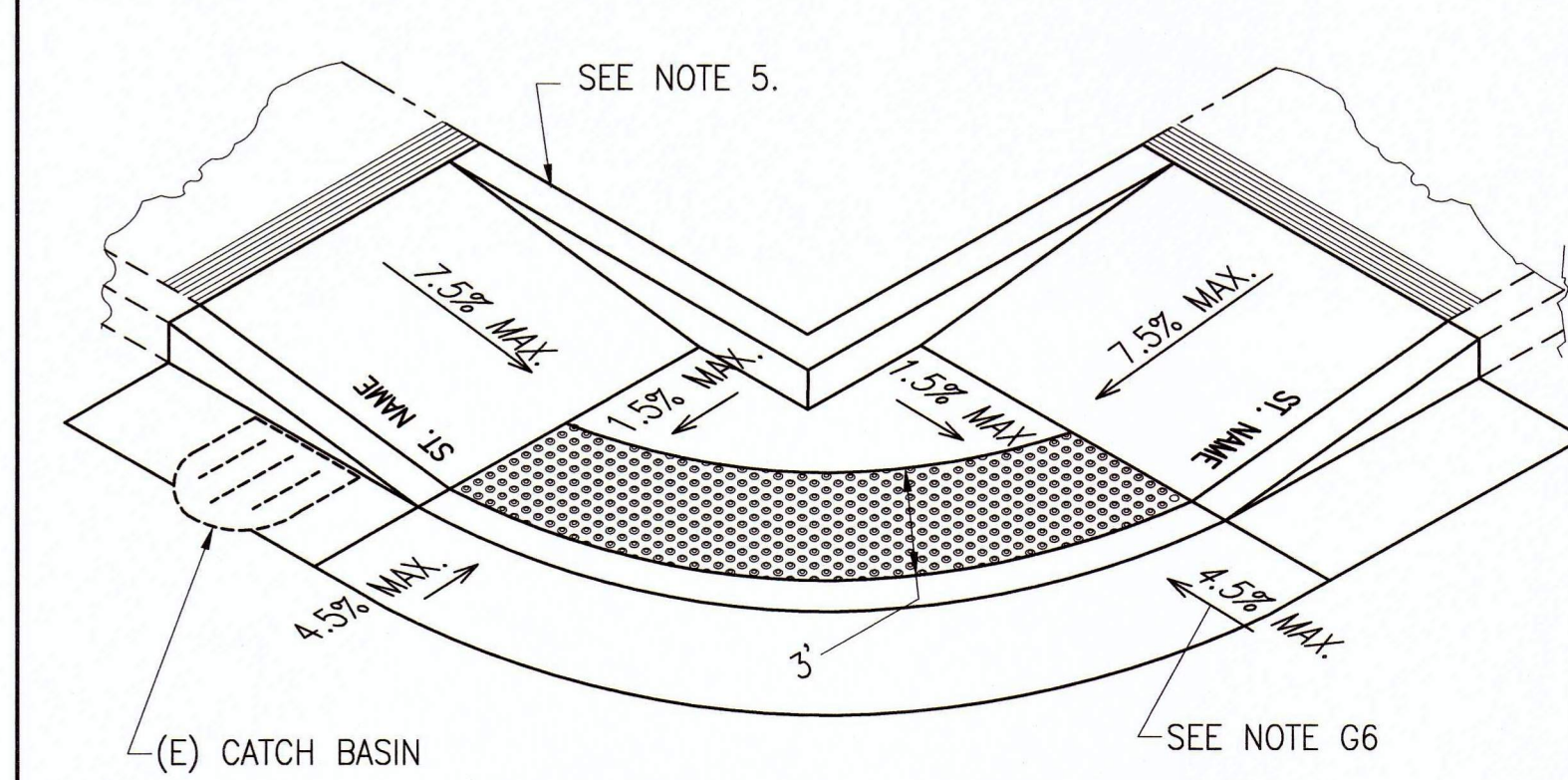
**T-INTERSECTION  
3-FOOT WIDE RAMP** (A2)



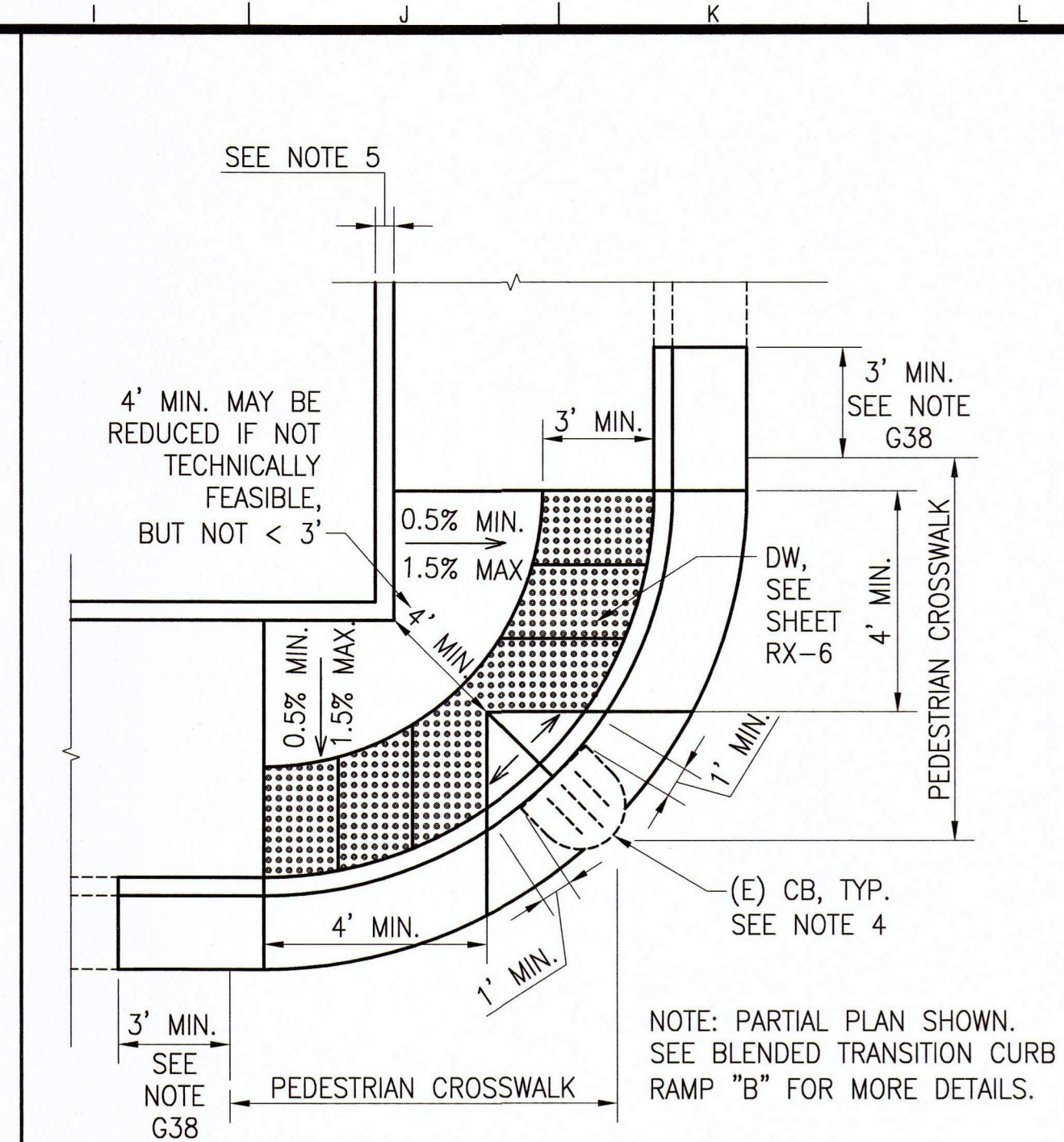
**BLENDED TRANSITION CURB RAMP  
CATCH BASIN OUTSIDE OF CURB RETURN** (B)



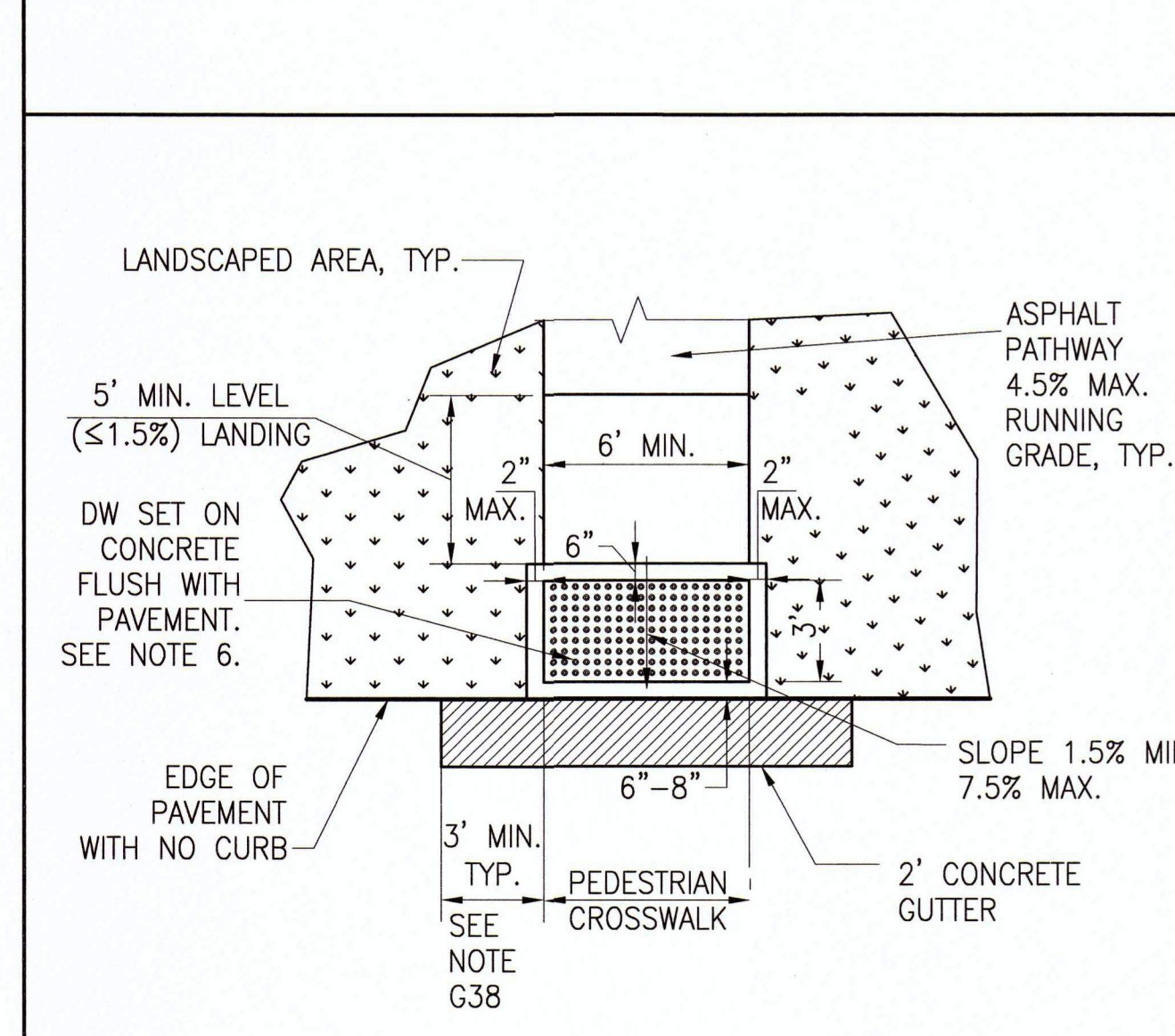
**SECTION 1**



**ISOMETRIC**

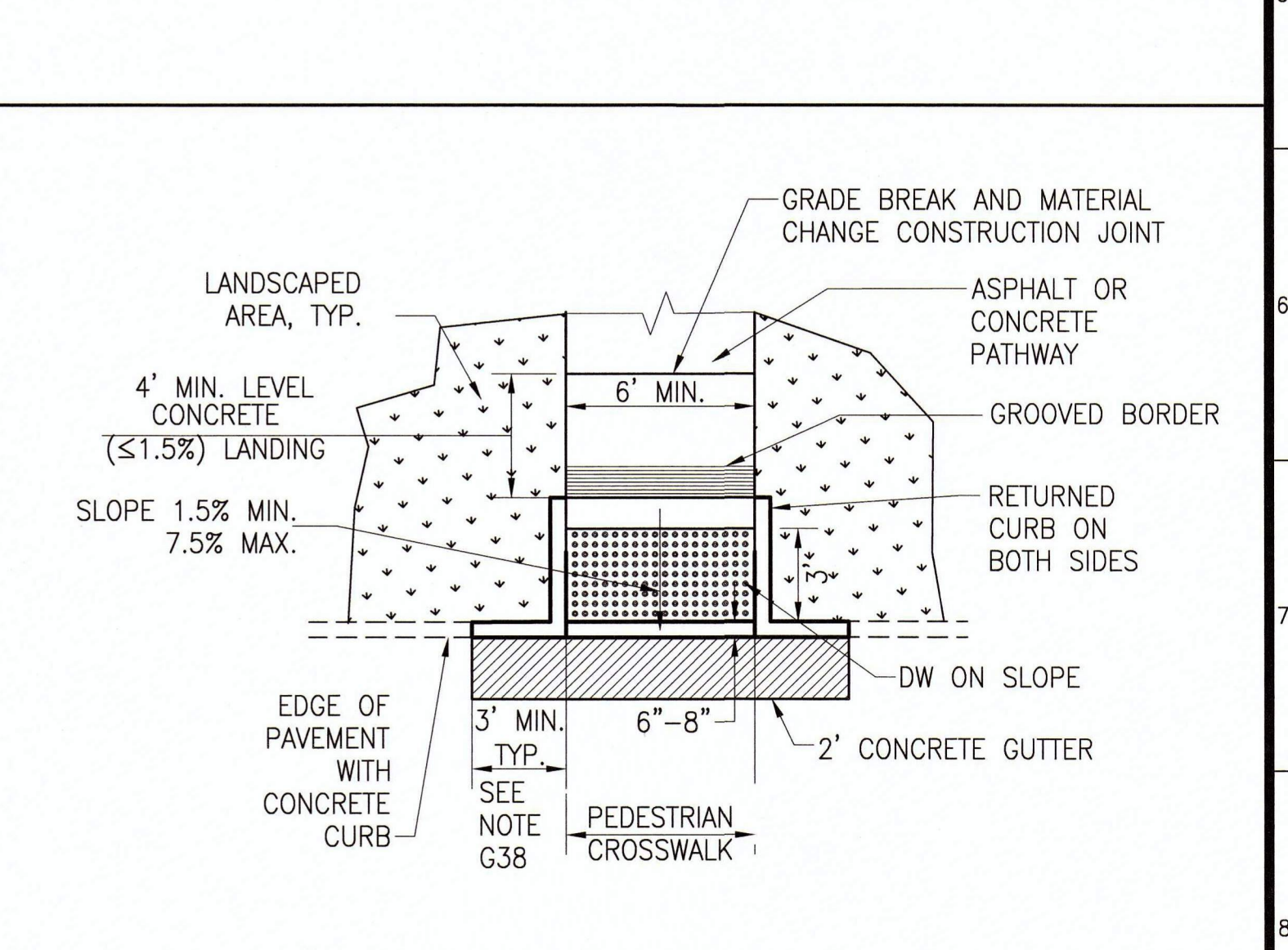


**BLENDED TRANSITION CURB RAMP  
CATCH BASIN AT CURB RETURN** (C)



**LANDSCAPED PATHWAY  
NO CURB LAYOUT** (D)

- 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.

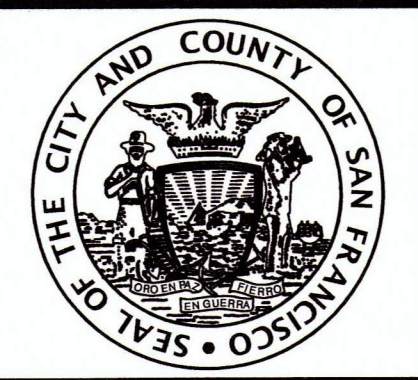


**LANDSCAPED PATHWAY  
RETURNED CURB LAYOUT** (E)

APPROVED: *Keck/K... 1/27/17*  
PUBLIC WORKS DISABILITY ACCESS COORDINATOR DATE:  
EFFECTIVE DATE: *4/3/2017*

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				

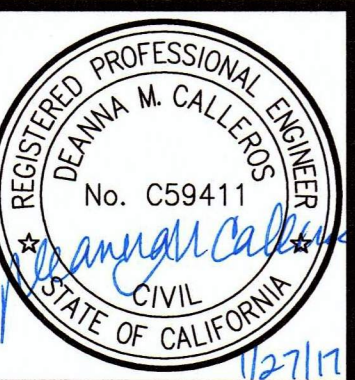
REFERENCE INFORMATION & FILE NO. OF SURVEYS



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

Acting Section Mgr: DEANNA CALLEROS  
Division Mgr: PATRICK RIVERA  
Acting City Engineer: JOHN THOMAS

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



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.