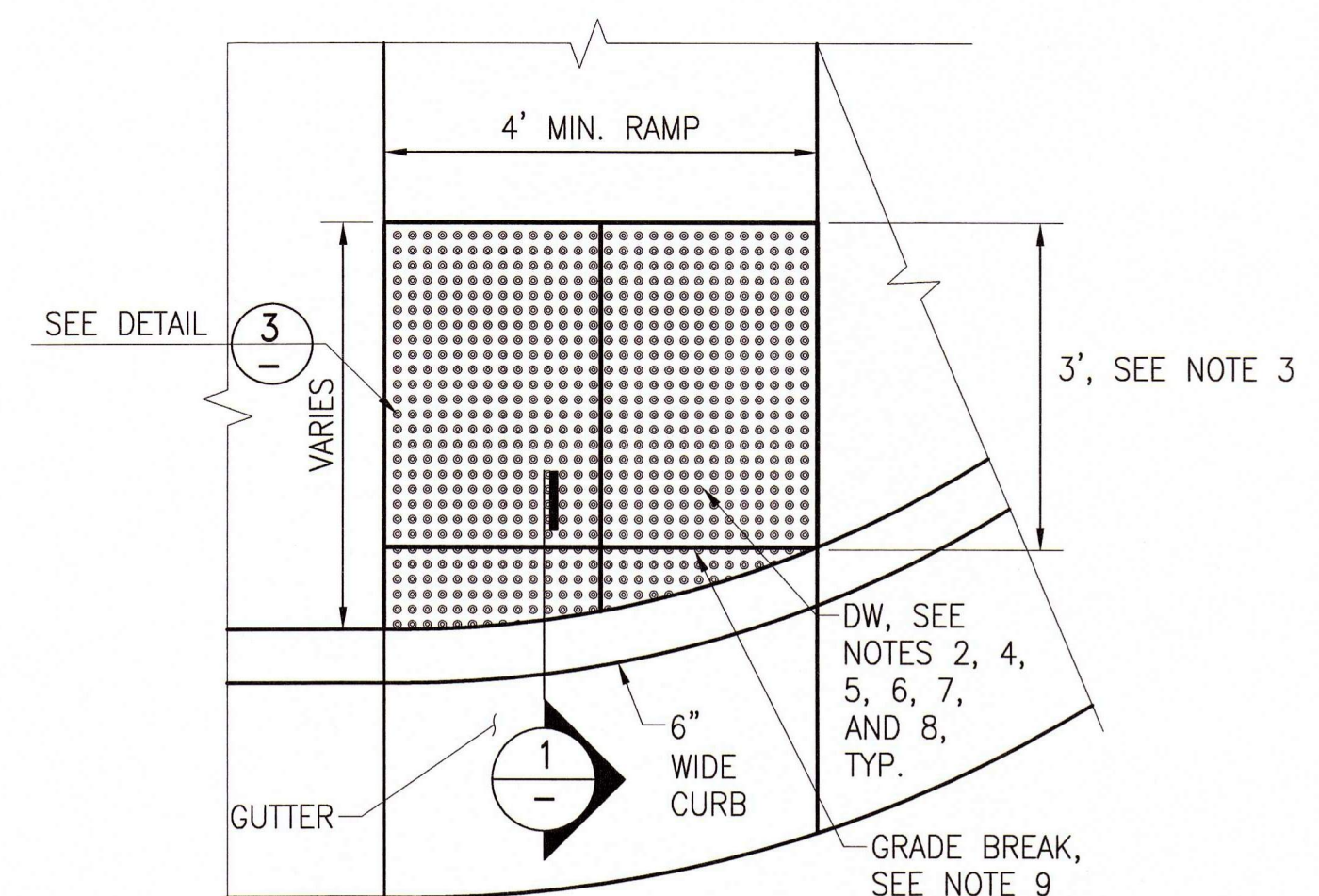
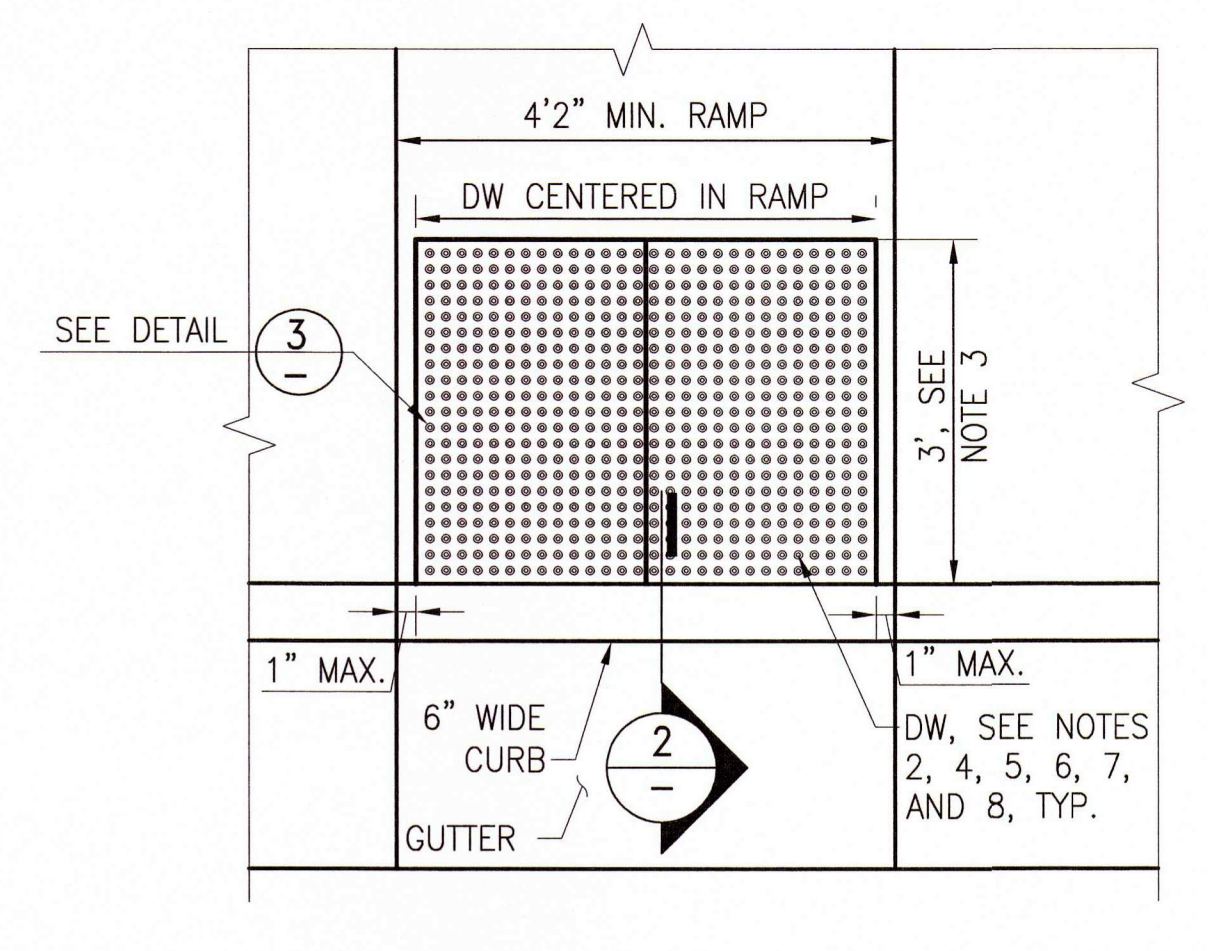


DETECTABLE WARNING LAYOUT A
RAMP ON STRAIGHT EDGE



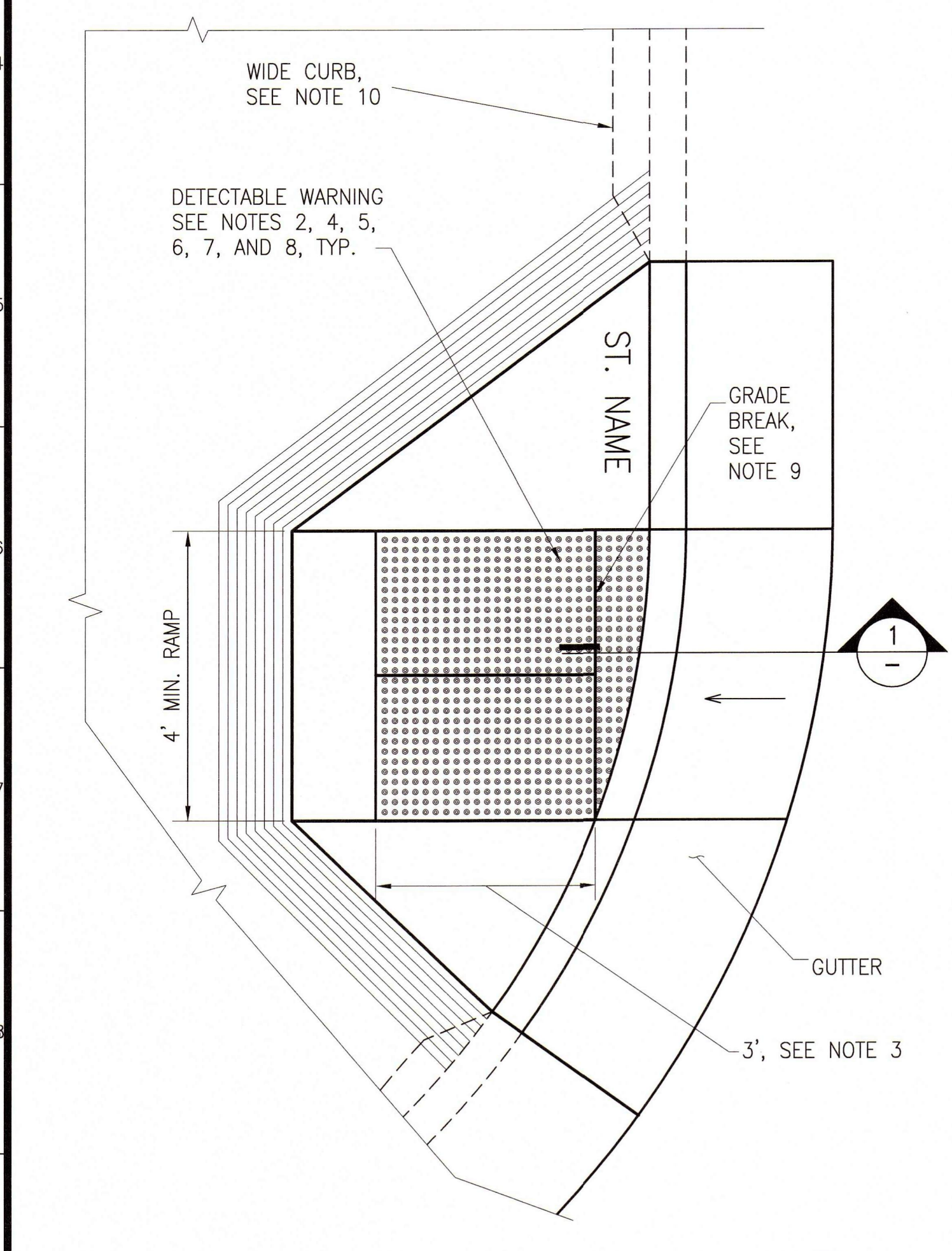
DETECTABLE WARNING LAYOUT B
RAMP ON CURVED EDGE



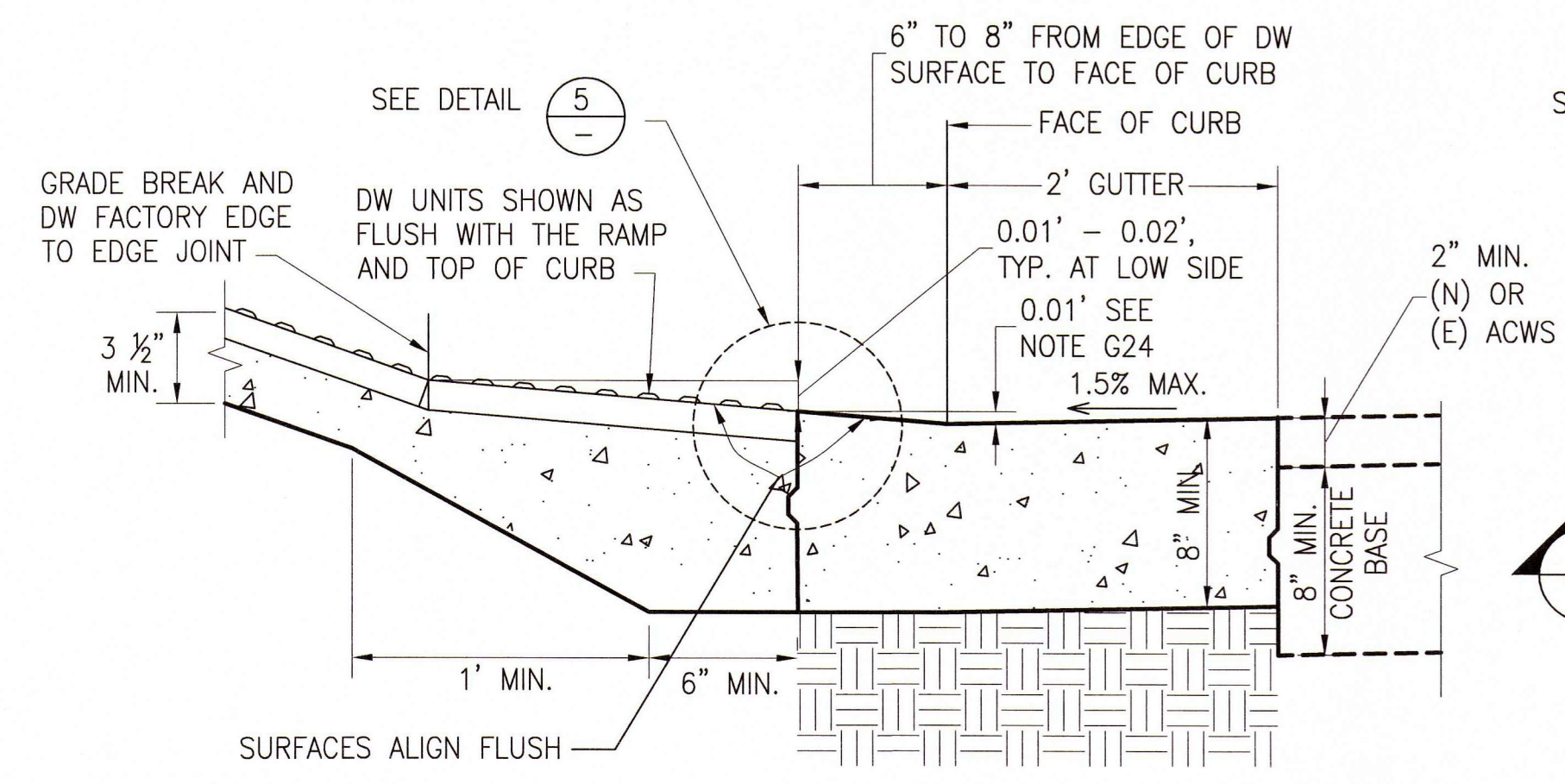
DETECTABLE WARNING LAYOUT C
CALTRANS R.O.W.

SHEET NOTES

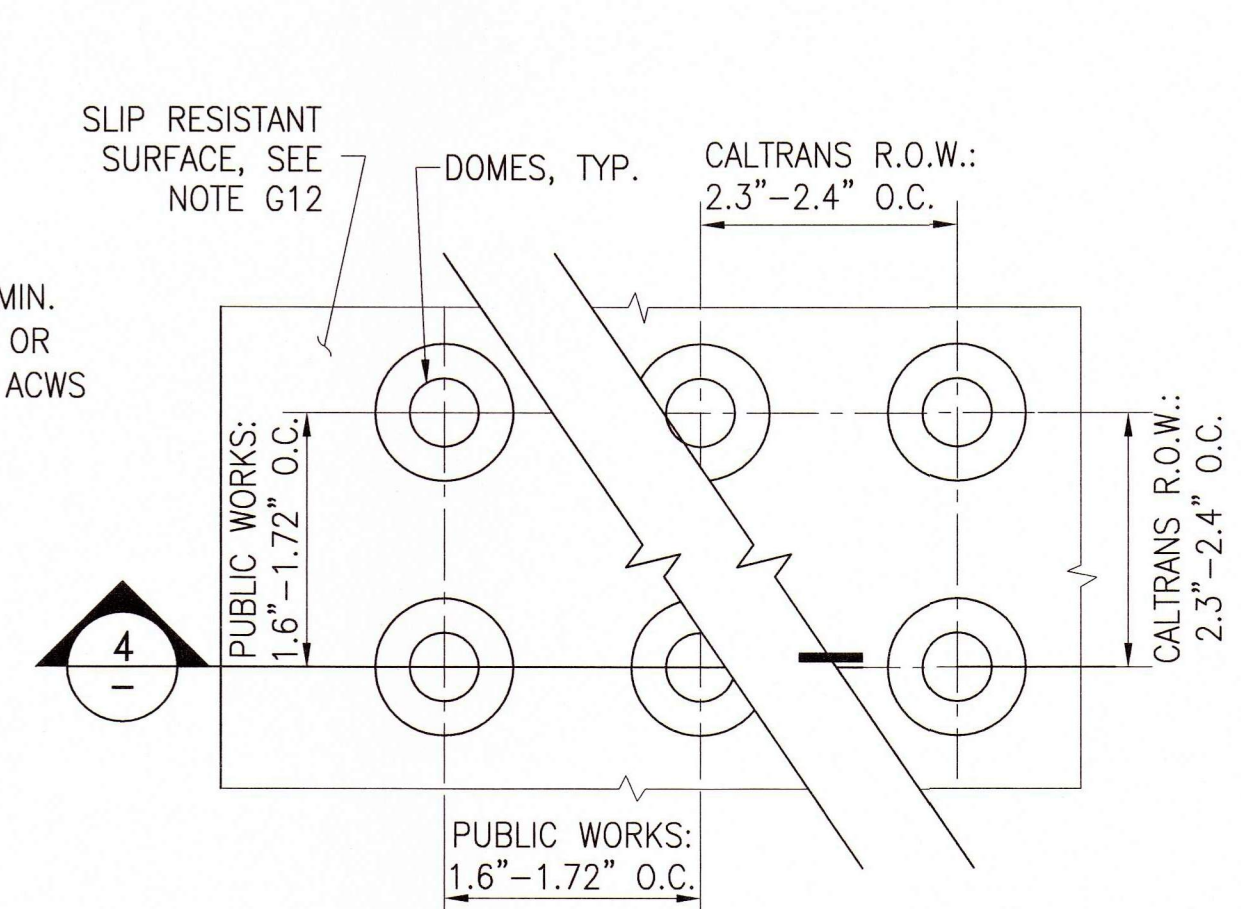
- SEE DRAWING RX-2 THRU RX-5 FOR ALL GENERAL NOTES AND DETAILS THAT APPLY TO THIS DRAWING.
- PROVIDE DETECTABLE WARNING (DW) IN ACCORDANCE WITH PUBLIC WORKS PROJECT SPECIFICATIONS AND THESE STANDARDS. REFERENCE PUBLIC WORKS STANDARD SPECIFICATIONS FOR THE CONSTRUCTION OF CONCRETE SIDEWALK, CURB, GUTTER, AND ASPHALT CONCRETE.
- DW SHALL BE A MINIMUM OF 3' LENGTH, MEASURED FROM THE GRADE BREAK.
- INSTALL WHOLE DW TILE UNITS ABOVE GRADE BREAK WITH 3' LONG UNITS. INSTALL FACTORY EDGE OF DW UNITS ALONG GRADE BREAK BETWEEN GRADE BREAK AND BACK OF CURB.
- THE DW DOMES SHALL BE ORIENTED SUCH THAT THE ROWS ARE PARALLEL WITH THE DIRECTION OF THE CURB RAMP. DW AT FLUSH TRANSITIONS SHALL BE ORIENTED IN THE DIRECTION OF THE CROSSWALK. WHEN MULTIPLE TILES REGARDLESS OF SIZE ARE USED, THEN THE DW DOMES SHALL BE ALIGNED BETWEEN THE TILES AND THROUGHOUT THE ENTIRE DW INSTALLATION. DW TILES SHALL HAVE FACTORY EDGES TOGETHER AT JOINTS.
- THE EDGE OF THE DW TILE SHALL HAVE A BEVELED EDGE SLOPED AT 1:2 MAXIMUM. WHEN THE DW TILE EDGE OR A DOME IS CUT AND THE RESULTING EDGE/DOME IS NOT FLUSH WITH THE SURFACE OF THE CURB RAMP, THE EDGE/DOME SHALL BE BEVELED AT 1:2 MAXIMUM SLOPE, IN ACCORDANCE WITH THE APPROVED DW MANUFACTURER'S REQUIREMENTS. SEE DETAILS 4 AND 5.
- RIGID CEMENTITIOUS DW PANELS MUST LIE IN A SINGLE NON-WARPED PLANE.
- THE COLOR OF THE DW SHALL CONFORM TO FEDERAL STANDARD 595B TABLE IV, COLOR #33538 "FEDERAL YELLOW". NEW AND RETROFITTED RAMP CONSTRUCTION SHALL BE PROVIDED WITH PUBLIC WORKS APPROVED UNITS THAT ARE CAST-IN-PLACE PER MANUFACTURER'S INSTRUCTIONS.
- GRADE BREAK ACROSS THE DW SHALL BE REQUIRED WHEN NECESSARY TO MEET GUTTER ELEVATIONS AND TO LIMIT CROSS-SLOPE ON RAMP TO BE 1.5% MAXIMUM. ADJACENT PANEL EDGES SHALL BE FLUSH (NO VERTICAL OFFSET.)
- WHEN THE CURB IS WIDER THAN 8 INCHES, THE CURB WITHIN THE CURB RAMP SHALL BE 8 INCHES MAXIMUM. THE WIDE CURB OUTSIDE, WHERE OCCURS, SHALL TRANSITION AT THE FLARED SIDE AS SHOWN ON DETAIL D.
- SURFACE-APPLIED DW UNITS MAY BE USED ONLY WHERE PROVIDING CAST IN PLACE UNITS IS DOCUMENTED TO BE TECHNICALLY INFEASIBLE AND MUST BE APPROVED BY THE CITY ENGINEER, PUBLIC WORKS DISABILITY ACCESS COORDINATOR, OR THEIR DESIGNEE ON A CASE BY CASE BASIS.



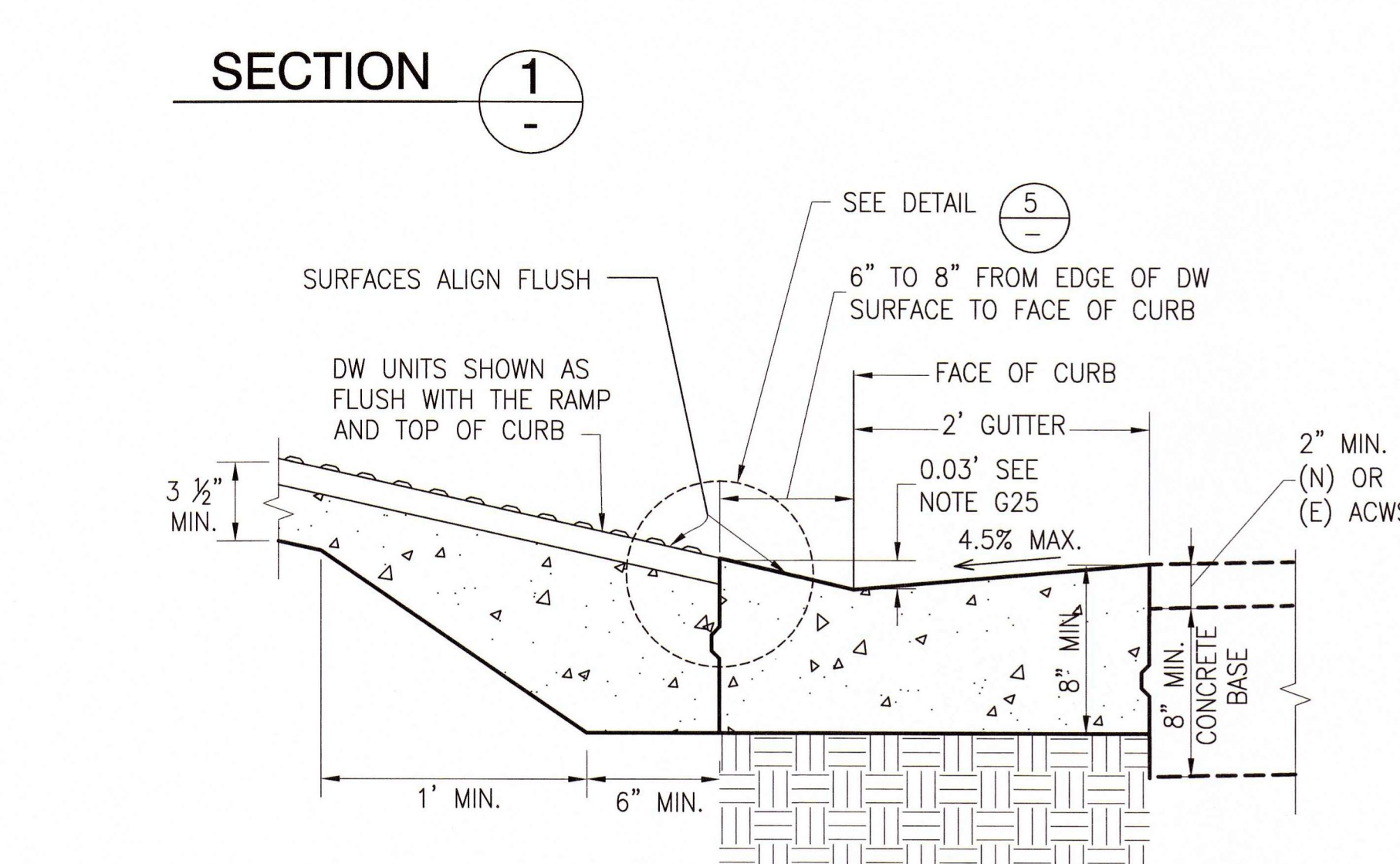
DETECTABLE WARNING LAYOUT D



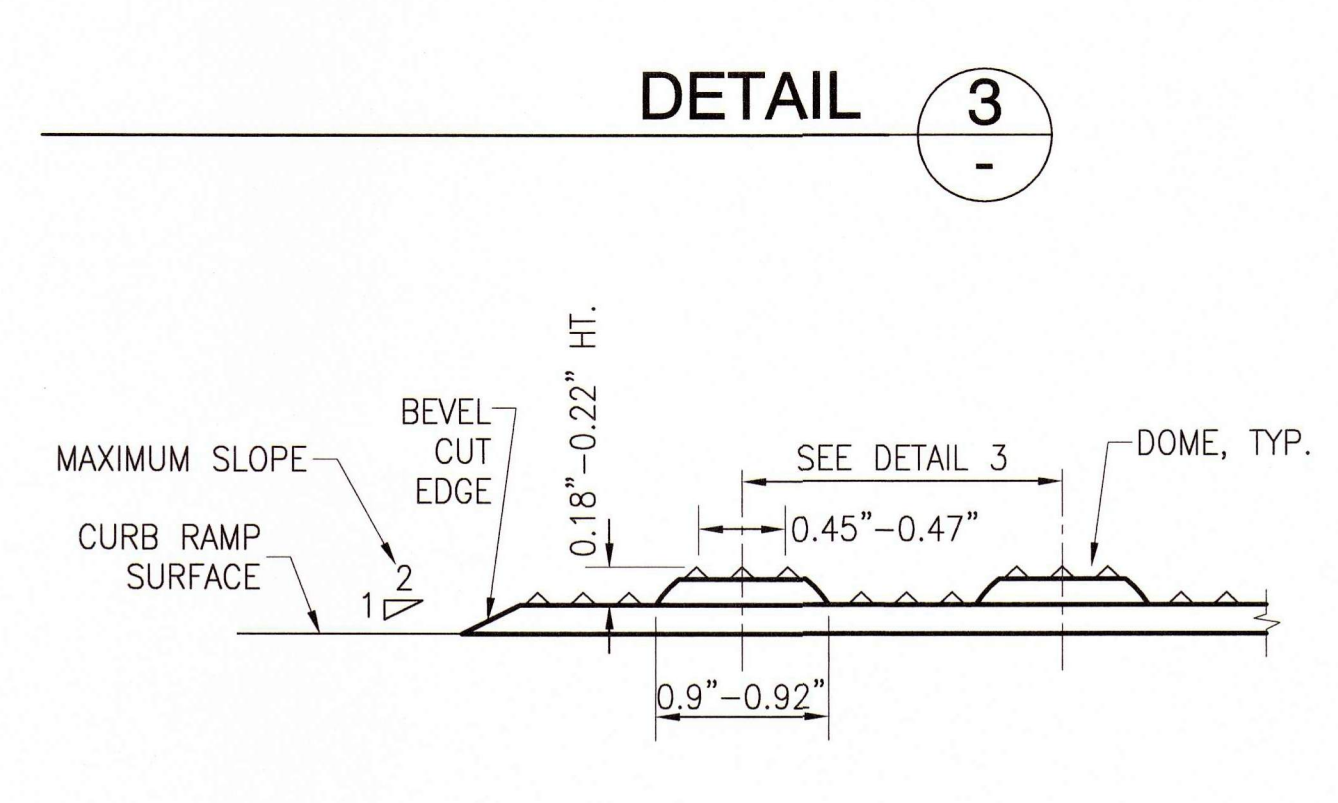
SECTION 1



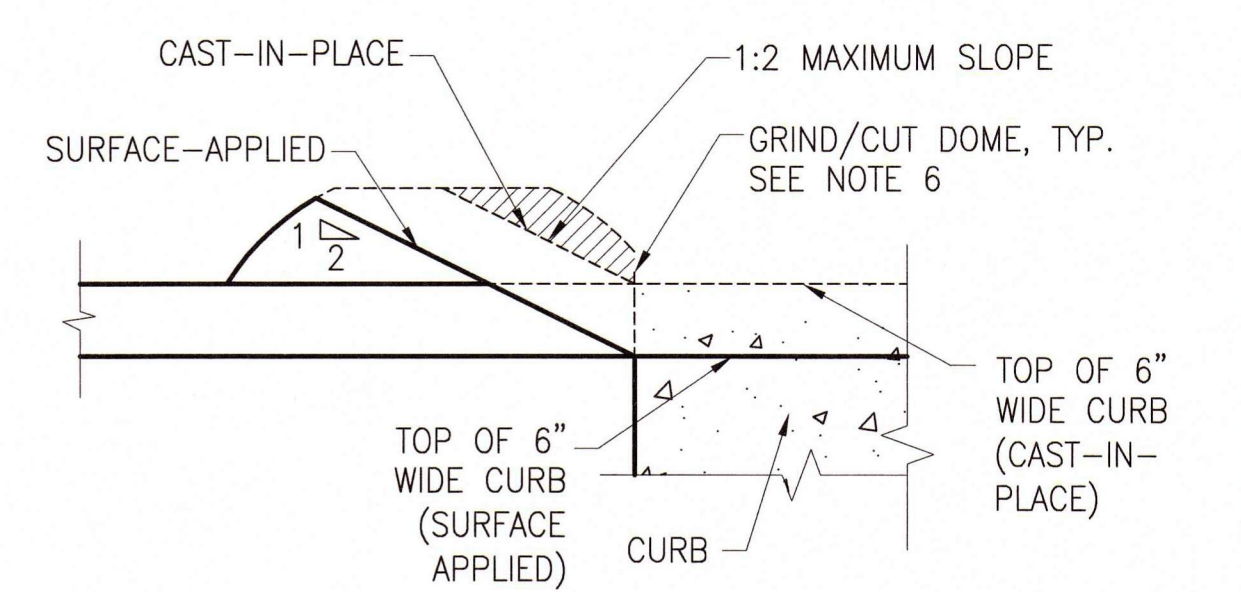
DETAIL 3



SECTION 2



SECTION 4
SECTION AT CUT EDGE
AT SURFACE - APPLIED
DETECTABLE WARNING UNITS

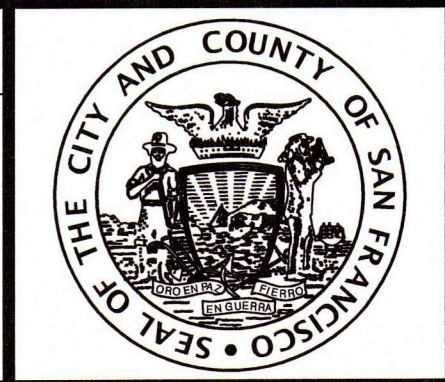


DETAIL 5
DETAIL AT CUT DOME

APPROVED: *Kee H. Jerng* 1/27/17
PUBLIC WORKS DISABILITY ACCESS COORDINATOR DATE:
EFFECTIVE DATE: 4/13/2017

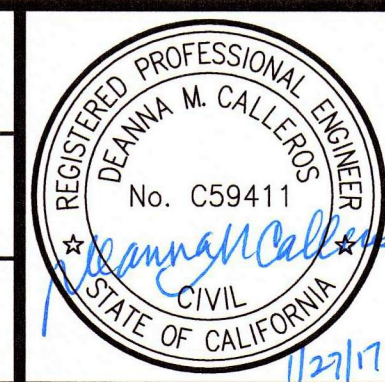
NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				

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: 6 OF 11

ACCESSIBLE STREET CROSSING STANDARD

STANDARD CURB RAMPS
DETECTABLE WARNING LAYOUT
DETAILS AND NOTES

CONTRACT NO. NONE
DRAWING NO. RX-6
FILE NO. 102,859
REV. NO.