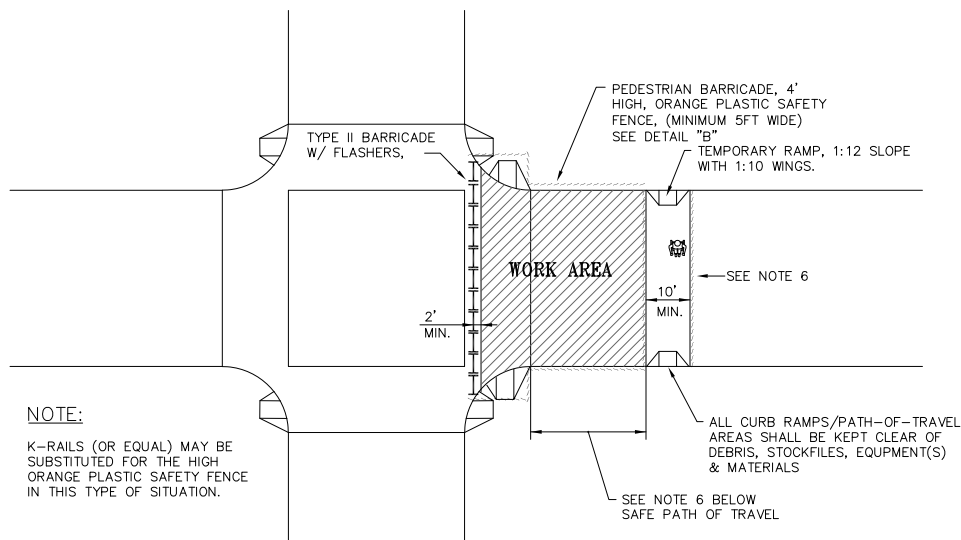
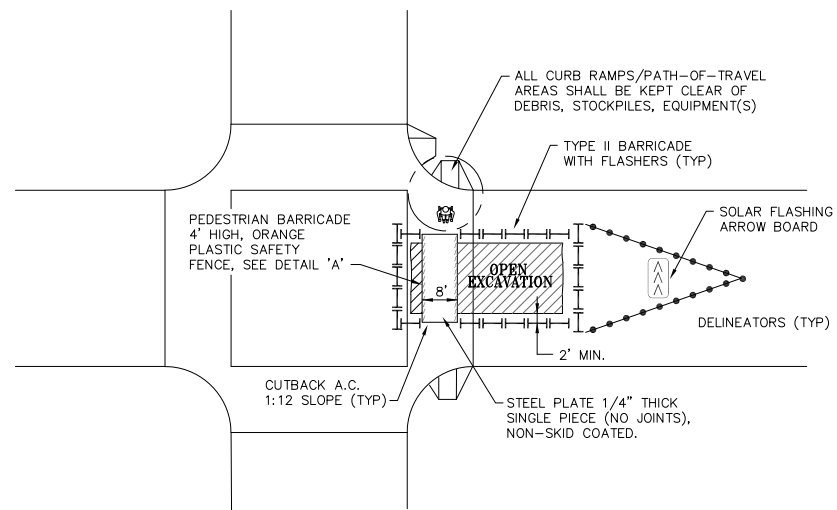


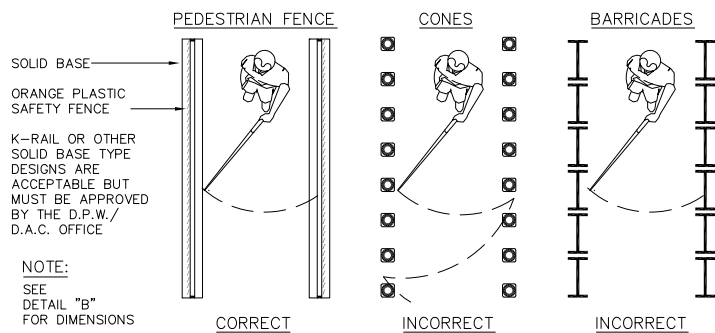
DETAIL 1
CROSSWALK BRIDGE OVER EXCAVATION
N.T.S.



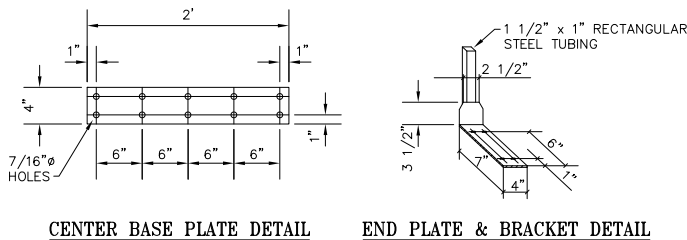
DETAIL 2
CROSSWALK THROUGH WORK ZONE
CROSSWALK CLOSURE AND
SAFE PATH OF TRAVEL ON SIDEWALK
N.T.S.



DETAIL 3
CROSSWALK OVER PLATED EXCAVATION
N.T.S.



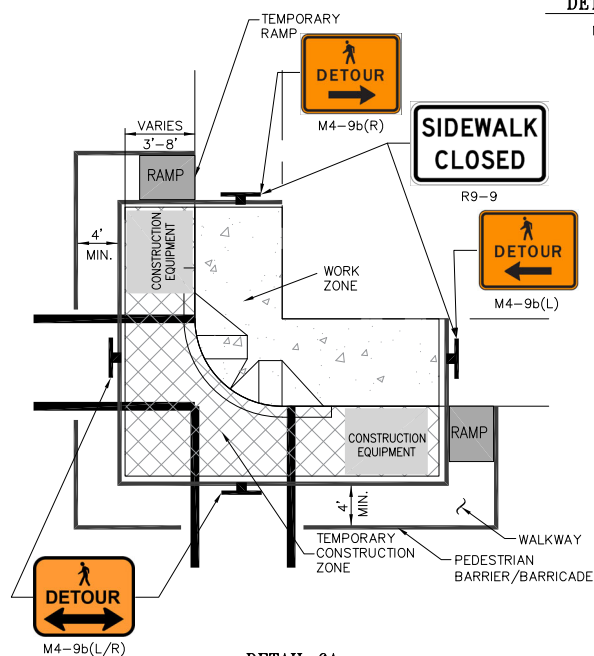
DETAIL 4
N.T.S.



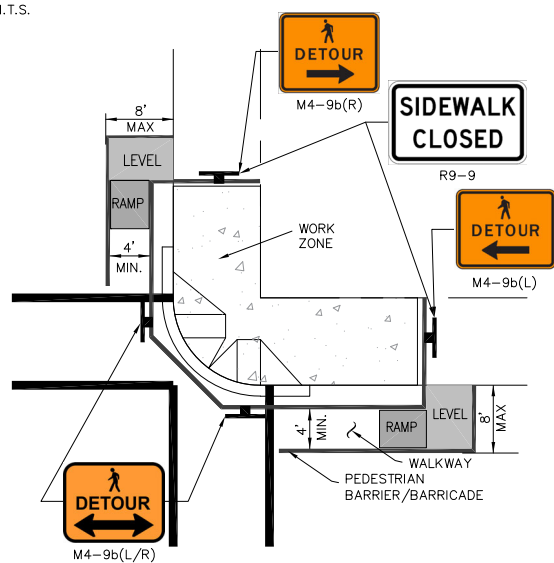
DETAIL 5
N.T.S.

NOTES:

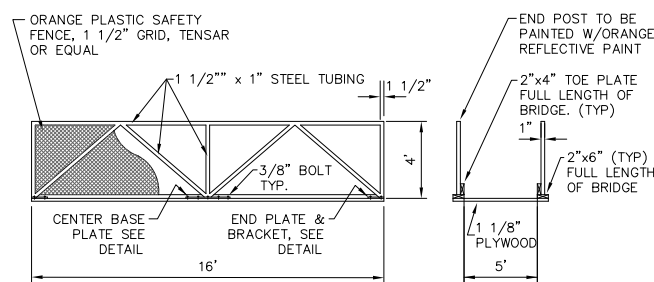
1. A safe path-of-travel at minimum 4' wide unless otherwise specified shall be maintained at all times. Do not block or obscure curb ramps or temporary ramps with equipment, debris or vehicles. Safe path of travel shall be separated from construction area and traffic area by barricades or barriers as applicable.
2. All existing crosswalks, including crosswalks within construction zones, shall be kept open at all times, unless prior approval by the City Representative has been received.
3. Crosswalks over excavation shall be plated or bridged in conformance with typical layout and details included herein.
4. Crosswalks through work zones, shall be delineated with pedestrian barricades – safety fence type as shown in the details or approved pedestrian barricades and barrier systems deployed in accordance with FHWA, AASHTO and manufacturer requirements. Cones, and other delineators that do not provide appropriate path of travel information for blind pedestrians using canes, are not to be used as pedestrian barricades at any time. For additional guidance refer to https://sfpublicworks.org/sites/default/files/Guidelines_for_Placement_of_Barricades.pdf
5. Crosswalks which are temporarily closed, shall be barricaded at each end with approved pedestrian barricades and signs.
6. Whenever a temporary crosswalk is provided outside the existing crosswalk, such temporary crosswalk shall be clearly defined by signs, striping and pedestrian bridges or plating. The minimum width of the temporary crosswalk shall be ten feet. If the location of the temporary crosswalk is 15 feet or more from the existing crosswalk with pedestrian signal(s), the Contractor shall provide temporary pedestrian signals at these crosswalks. The Contractor shall immediately remove temporary striping, bridges and signals when the temporary crosswalk is no longer needed.
7. Temporary asphalt or wood ramps shall be installed when no curb ramp(s) are available for use. This is also a safe path-of-travel for persons with disabilities at all locations where permanent ramps have been temporarily removed during construction and where pedestrians detour into and out of the parking lane of the street. Asphalt ramps shall have a minimum 4' wide platform, shall have a maximum slope of 8.33% with winged slopes of 10% and shall be constructed so as to preclude any gaps between the concrete and asphalt surfaces. Such ramps shall be constructed so that their removal will not damage the existing pavement, curb, and gutter. All surfaces shall be restored to their original condition. Where drainage may be impaired, a 2" diameter schedule 40 PVC pipe shall be installed through the base of the ramp. Wood ramps shall be built up on the curb side (with a suitable thickness of wood support and attached with suitable nails) to provide a smooth transition without gaps larger than 1/4" between the wood ramp and the concrete curb.
8. Whenever permanent curb ramps are to be disturbed during construction activities, temporary ramps shall be required. Such temporary ramps shall be removed by the contractor once construction of the permanent curb ramps is completed, leaving the site undamaged.
9. When a safe path of travel cannot be provided on the street due to traffic limitations as determined by the Traffic Engineer, Contractor shall obtain a MTA approved TCP or MTA issued STP in order to close a pedestrian walkway. The Contractor shall also obtain and post CA-MUTCD compliant walkway closure signs for sidewalk (R9-9, R9-10, R9-11, R9-11a) and crosswalk (R49) closure. Signs must be posted at the corners of each block affected, and the excavation or construction area protected with approved barricades to protect pedestrians including those with disabilities.
10. Disabled access corridors necessitated by the closure of the sidewalk area for construction in the sidewalk or when required by adjacent construction shall be a minimum of 5' wide and shall be maintained free from all obstruction or abrupt changes in grade. The minimum vertical clearance from any overhead obstruction shall be 7 feet. Pedestrian traffic shall be protected by a barrier at least 4' in height on the street when the walkway extends into the roadway, or is adjacent to excavations.



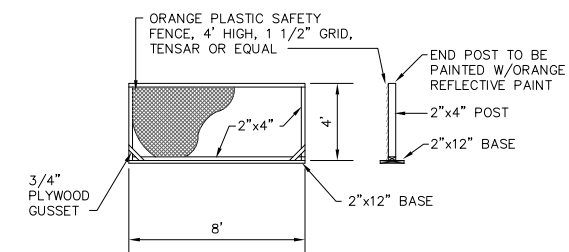
DETAIL 6A:
EXAMPLE SAFE PATH OF TRAVEL ON STREET
DURING WORK HOURS
N.T.S.



DETAIL 6B:
EXAMPLE SAFE PATH OF TRAVEL ON STREET
DURING NON-WORK HOURS
N.T.S.

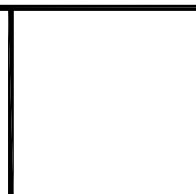


DETAIL 'A'
PEDESTRIAN CROSSWALK BRIDGE
N.T.S.



DETAIL 'B'
PEDESTRIAN BARRICADE-SAFETY FENCE TYPE
N.T.S.

NO.	DATE	DESCRIPTION	BY	APP
1	6/25/20	MODIFIED DETAIL 6 TO SHOW WORKING/NON-WORKING HRS	M.TSAI	D.PADILLA
2	10/09	CHANGE S.P.O.T. TO 5FT & FENCE HEIGHT TO 4FT	D.YEUNG	A.HERCE
3	3/10/06	SAFE PATHWAY TRAVEL	T.ABDALLAH	R.JINDAL
TABLE OF REVISIONS CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN:	DATE:
F.R.M.	5/05
CHECKED:	DATE:
R.J.	5/05

APPROVED	SCALE:
D. ARELLANO	1" = 50'
SENIOR ENGINEER	
J. FLECK	
CITY TRAFFIC ENGINEER	

SHEET/SHEETS:
1 OF 1

CONTRACT NO.
DRAWING NO.
STR-7696
FILE NO.
REV. NO.
3