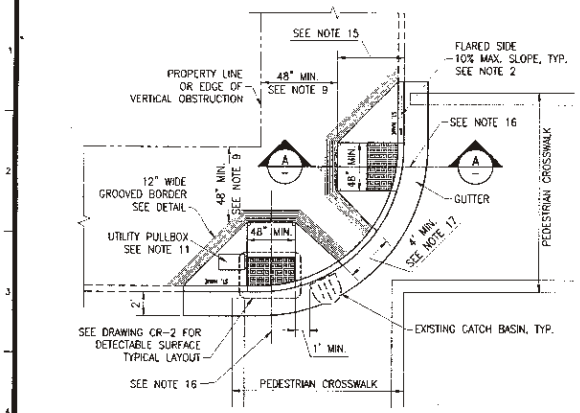
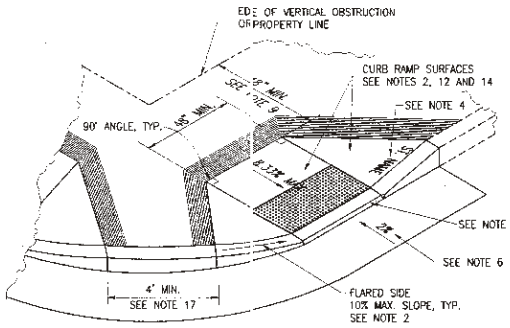
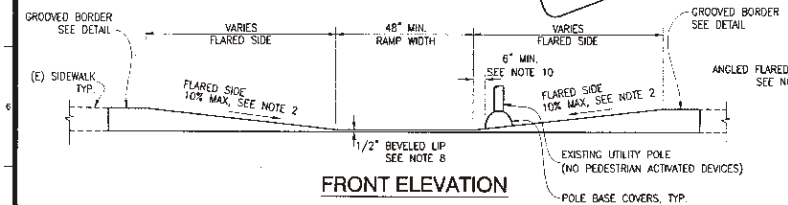


STANDARD CURB RAMP PLAN
TYPICAL NORMAL LAYOUT

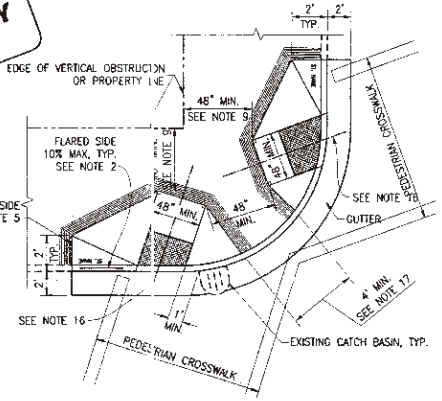


PARTIAL ISOMETRIC
TYPICAL NORMAL LAYOUT

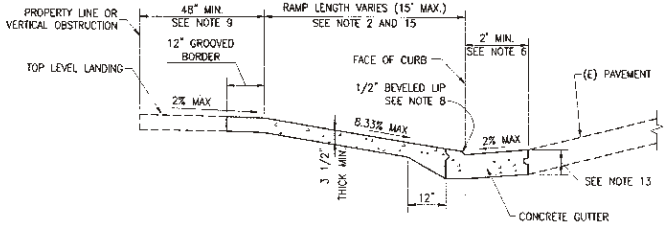
PRELIMINARY DRAWING FOR REVIEW ONLY
APRIL 4, 2003



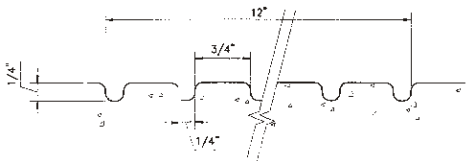
FRONT ELEVATION



STANDARD CURB RAMP PLAN
TYPICAL DIAGONAL LAYOUT



SECTION A



GROOVED BORDER DETAIL

GENERAL NOTES

1. THE STANDARD CURB RAMP DRAWINGS FILE NO. 55,017 REV.3 AND 55,018 REV.3 SUPERSEDE ALL PREVIOUS DRAWINGS. DRAWING FILE NO. 55,017.1 SHALL BE PART OF THE NEW CURB RAMP STANDARD DRAWINGS.

2. A "CURB RAMP" IS DEFINED AS THE ENTIRE CONCRETE SURFACE AREA WHICH INCLUDES THE RAMP AND THE FLARED SIDES. THE "RAMP" IS DEFINED AS THE 4-FOOT WIDE CENTER PORTION INCLUDING THE DETECTABLE SURFACE, AND SHALL LIE IN A SLOPED PLANE OF 8.33% (1:12) MAXIMUM AND CROSS SLOPE NOT TO EXCEED 2%. THE "FLARED SIDE" IS DEFINED AS THE TRIANGULAR AREA ON EITHER SIDE OF THE RAMP AND SHALL LIE ON A SLOPED PLANE OF 10% (1:10) MAXIMUM MEASURED ALONG THE CURB. THE CURB RAMP SURFACES SHALL HAVE A SURFACE FLATNESS TOLERANCE OF 1/4" PER 10-FOOT STRAIGHT EDGE MAXIMUM.

3. THE STANDARD CURB RAMP LAYOUT SHALL BE USED WHENEVER POSSIBLE. ANY DEVIATION FROM THE STANDARD CURB RAMP PLANS SHALL BE APPROVED BY THE DPW DISABILITY ACCESS COORDINATOR OR DESIGNEE ON A CASE BY CASE BASIS AND WHEN ADEQUATE DOCUMENTATION FOR EVIDENCE OF HARDSHIP IS PROVIDED.

4. THE STREET NAME SHALL BE STAMPED IN BOLD UPPERCASE LETTERS 4-INCH HIGH AND 1/2-INCH DEEP ON THE FLARED SIDE PORTION OF THE CURB RAMP FURTHEST FROM ANGULAR CORNER OR ON AN ADJACENT SIDEWALK FLAG AS DIRECTED BY THE ENGINEER.

5. WHEN VERTICAL OBSTRUCTIONS ARE PRESENT NEAR THE CURB AT THE END OF THE FLARED SIDE, OR WHEN THE CURB RAMP IS DIAGONAL TO THE CURB THAT WILL RESULT IN AN EXTREMELY LONG FLARED SIDE SURFACE, THEN THE AFFECTED FLARED SIDE MAY BE CUT AND TERMINATED PERPENDICULAR TO THE CURB, PROVIDED THAT THE MAXIMUM SLOPE OF 10% IS ACHIEVED ON EACH OF THE RESULTING PLANES.

6. A LEVEL LANDING OF 2 FEET MINIMUM DEPTH, 2% MAXIMUM CROSS SLOPE, SHALL BE PROVIDED AT THE LOWER END OF THE RAMP AND OVER THE FULL WIDTH OF THE RAMP TO ALLOW SAFE EGRESS. THE SUM OF THE ABSOLUTE VALUES OF THE RUNNING GRADE SLOPES BETWEEN TWO ADJACENT SURFACES SHALL NOT EXCEED 11%. FOR EXAMPLE, SLOPE OF RAMP PLUS SLOPE OF LOWER LANDING, OR SLOPE OF LOWER LANDING PLUS SLOPE OF PAVEMENT SHALL NOT EXCEED 11%.

7. THE CURB RAMP SHALL BE BOUNDED BY A 12-INCH WIDE GROOVED BORDER WITH A 1/4-INCH WIDE BY 1/4-INCH DEEP GROOVES SCORED 3/4-INCH APART EXCEPT ON THE CURB SECTION.

8. FOR NON-FEDERALLY FUNDED PROJECTS, THE LOWER END OF THE 4-FOOT WIDTH OF THE RAMP SHALL HAVE A 1/2-INCH LIP BEVELED AT 45 DEGREES BETWEEN THE BOTTOM OF THE RAMP AND THE GUTTER PAVEMENT SURFACE FOR THE FULL 48-INCH WIDTH OF THE RAMP. FOR FEDERALLY FUNDED PROJECTS, THE BOTTOM OF THE RAMP SHALL BE FLUSH WITH THE LOWER LANDING.

9. A LEVEL LANDING 4 FEET DEEP MINIMUM, 2% MAXIMUM SLOPE EACH DIRECTION, SHALL BE PROVIDED AT THE UPPER END OF EACH CURB RAMP TO ALLOW SAFE EGRESS FROM THE RAMP SURFACE. THE WIDTH OF THE LEVEL LANDING SHALL BE AT LEAST AS WIDE AS THE WIDTH OF THE RAMP.

10. EXISTING VERTICAL OBSTRUCTIONS, UTILITY POLES OR STREET FURNITURE MAY BE INCORPORATED INTO THE FLARED SIDES IF NECESSARY. THE VERTICAL OBSTRUCTION SHALL BE A MINIMUM OF 6 INCHES AWAY FROM THE EDGE OF THE RAMP. PEDESTRIAN CROSSWALK PUSH BUTTON POLES, FIRE DEPARTMENT CALL BOX POLES, AND OTHER POLES WITH PEDESTRIAN ACTIVATED DEVICES MAY NOT BE PLACED IN THE CURB RAMP AT ANY TIME. NO NEW VERTICAL OBSTRUCTIONS MAY BE LOCATED IN THE CURB RAMP OR GROOVED BORDER.

11. EXISTING UTILITY BOXES AND COVERS SHALL BE ADJUSTED TO CONFORM FLUSH WITH THE CURB RAMP SURFACE AND SHALL NOT STRADDLE ANY CHANGE IN PLANE OR MATERIAL. EXISTING UTILITY BOX FRAMES AND COVERS WITHIN THE DETECTABLE SURFACE AREA SHALL HAVE MATCHING DETECTABLE SURFACE FINISH ON THE ENTIRE FRAME AND COVER. NEW UTILITY BOXES SHALL NOT BE PLACED WITHIN THE GROOVED BORDER OR THE RAMP.

12. THE SURFACE OF THE CURB RAMP AND DETECTABLE SURFACE MATERIAL SHALL BE STABLE, FIRM AND SLIP RESISTANT. THE CONCRETE CURB RAMP SURFACE SHALL BE BROOM FINISHED TRANSVERSE TO THE AXIS OF THE RAMP AND SHALL BE SLIGHTLY ROUGHER THAN THE FINISH ON THE ADJACENT SIDEWALK SURFACE. ALL CURB RAMP SURFACES SHALL BE SLIP RESISTANT, INCLUDING CONCRETE OR OTHER APPROVED SURFACE MATERIALS, AND THE DETECTABLE WARNING MATERIAL MEASURED AT THE TOP OF DOMES SURFACES AND THE SURFACE BETWEEN DOMES. SLIP RESISTANCE SHALL BE MEASURED IN ACCORDANCE WITH ASTM C1028 AND SHALL ACHIEVE A STATIC COEFFICIENT OF 0.8 OR GREATER, WET AND DRY.

13. THE DEPTH OF THE COMBINED CONCRETE CURB AND GUTTER SHALL BE EQUAL TO THE DEPTH OF THE EXISTING PAVEMENT STRUCTURAL SECTION OR 6 INCHES, WHICHEVER IS GREATER.

14. ALL CURB RAMPS SHALL BE POURED SEPARATELY FROM, AND SHALL CONTRAST VISUALLY WITH ADJACENT SIDEWALK SURFACES, INCORPORATING A MINIMUM 70% COLOR CONTRAST OF EITHER DARK ON LIGHT OR LIGHT ON DARK. FOR CITY STANDARD SIDEWALKS AS DEFINED IN SECTION 204 OF DPW STANDARD SPECIFICATIONS, THE CURB RAMPS SHALL BE POURED USING A DARK CONCRETE COLOR; FOR SIDEWALKS WITHIN THE DOWNTOWN STREETSCAPE PLAN (C-3 DISTRICTS), AS DEFINED IN DPW ORDER NO. 172,596, THE CURB RAMPS SHALL BE POURED USING THE AFOREMENTIONED CITY STANDARD SIDEWALK SPECIFICATION AND COLOR. TO OBTAIN THE APPROVED DARK COLOR, THE FOLLOWING, OR APPROVED EQUAL, MANUFACTURERS AND COLOR TYPES SHALL BE USED: (1) L.M. SCOFIELD "C-24 CHARCOAL GRAY"; (2) QC INTEGRAL COLORS "IC-3 ASH GRAY"; (3) SOLOMON COLORS "CHARCOAL 920".

15. THE DEPTH OF THE CURB RAMP SHALL BE CONSTRUCTED UP TO 15 FEET LONG TO ACHIEVE THE SLOPE REQUIREMENTS. IF THE MAXIMUM SLOPE OF 8.33% CANNOT BE ACHIEVED DUE TO THE SLOPE OF THE EXISTING SIDEWALK, THE LENGTH OF THE CURB RAMP SHALL NOT BE REQUIRED TO BE LONGER THAN 15 FEET LONG REGARDLESS OF THE RESULTING RAMP SLOPE.

16. THE RAMP CENTER LINE AND PATH OF TRAVEL MUST BE PARALLEL TO THE CROSSWALK. THE FULL WIDTH OF THE RAMP SHALL LIE WITHIN THE CROSSWALK AREA. IT IS DESIRABLE THAT THE LOCATION OF RAMP BE AS CLOSE AS POSSIBLE TO THE CENTER OF THE CROSSWALK.

17. THE 4-FOOT MINIMUM DISTANCE BETWEEN FLARED SIDES OF TWO ADJACENT CURB RAMPS MAY BE REDUCED TO 3 FEET, WITH DOCUMENTATION OF HARDSHIP INDICATING LEGAL AND OR PHYSICAL CONSTRAINTS PROVIDED TO THE DPW DISABILITY ACCESS COORDINATOR OR HIS DESIGNEE.

18. THE CONTRACTOR SHALL REFERENCE AND PRESERVE ANY EXISTING MONUMENTS WITHIN THE LIMITS OF WORK. A CORNER RECORD OR RECORD OF SURVEY SHALL BE FILED WITH THE COUNTY SURVEYOR PURSUANT TO THE CALIFORNIA BUSINESS AND PROFESSIONS CODE, SECTION 8771, PRIOR TO ANY WORK COMMENCING. IF ANY MONUMENT IS DESTROYED, DAMAGED, COVERED, OR OTHERWISE OBLITERATED, THE CONTRACTOR SHALL RESET SAID MONUMENT AS REQUIRED AND MANDATED IN DPW DOCUMENT "MONUMENT PRESERVATION." A COPY OF THIS DOCUMENT MAY BE OBTAINED FROM THE OFFICE OF THE COUNTY SURVEYOR, 875 STEVENSON STREET, ROOM 460, SAN FRANCISCO, CA 94103, TELEPHONE: 415-554-5810.

NO.	DATE	DESCRIPTION	BY	APP.
3	12/02	SUPERCEDES PLAN # 55,017 REV. # 2	PR	
2	12/94	SUPERCEDES PLAN # 55,017 CH. 1	RJF	
1	06/91	SUPERCEDES PLAN # 1448,009	RJF	

TABLE OF REVISIONS
CHECK WITH TRIGING TO SEE IF YOU HAVE LATEST REVISION

REFERENCE INFORMATION & FILE NO. OF SURVEYS

BUREAU OF ENGINEERING
DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF SAN FRANCISCO

DESIGNED: DPW	DATE: 11/02	
DRAWN: DPW	DATE: 11/02	
CHECKED: DPW	DATE: 11/02	

APPROVED
SECTION MANAGER DATE:
DEPUTY MANAGER DATE:
CITY ENGINEER DATE:

SCALE: NOT TO SCALE

SHEET OF SHEETS: 1 OF

STANDARD CURB RAMPS

STANDARD CURB RAMP PLANS AND GENERAL NOTES

SPECIFICATION NO. SPEC NUMBER
DRAWING NO. CR-1
FILE NO. 55,017
REV. NO. 3

GENERAL NOTES

1. THE STANDARD CURB RAMP DRAWINGS FILE NO. 55,017 REV.3 AND 55,018 REV.3 SUPERSEDE ALL PREVIOUS DRAWINGS. DRAWING FILE NO. 55,017.1 SHALL BE PART OF THE NEW CURB RAMP STANDARD DRAWINGS.

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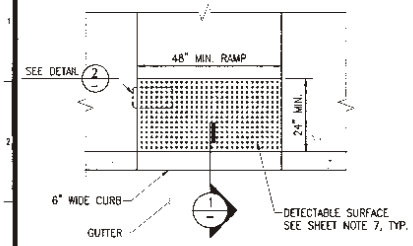
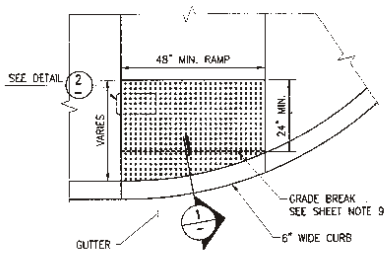
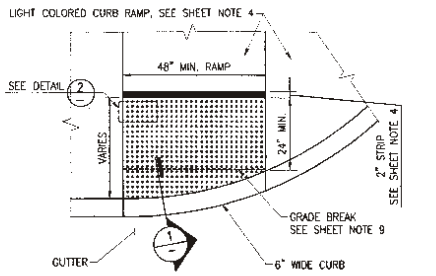


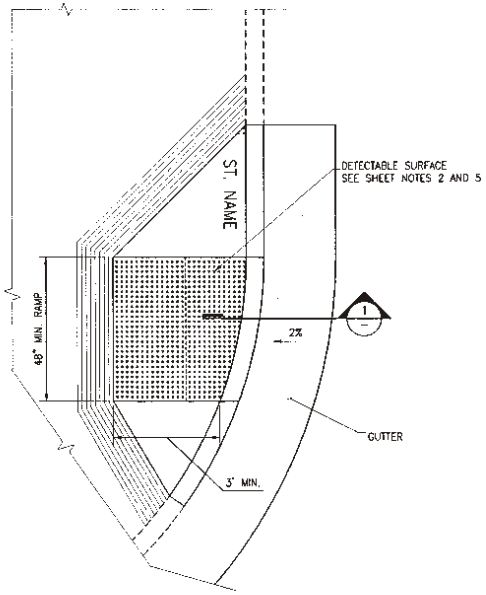
DETECTABLE SURFACE LAYOUT (A)
RAMP ON STRAIGHT EDGE



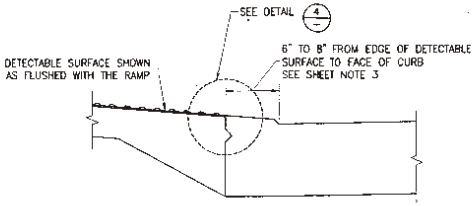
DETECTABLE SURFACE LAYOUT (B)
RAMP ON CURVED EDGE



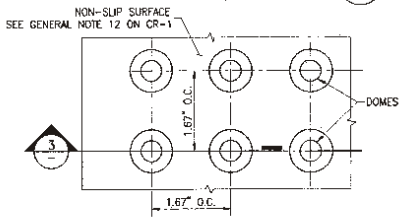
DETECTABLE SURFACE LAYOUT (C)
LIGHT COLORED CURB RAMP



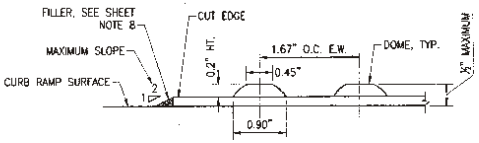
DETECTABLE SURFACE LAYOUT (D)
RAMP SLOPE =< 6.67%



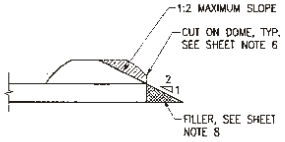
SECTION (1)



DETAIL (2)



SECTION AT CUT EDGE (3)



DETAIL (4)
AT CUT DOME

PRELIMINARY DRAWING
FOR REVIEW ONLY
APRIL 4, 2003

SHEET NOTES

1. SEE DRAWING FILE NO. 55,017, STANDARD CURB RAMPS, REV. 3, FOR ALL GENERAL NOTES AND DETAILS THAT APPLY TO THIS DRAWING.

2. THE DETECTABLE SURFACE DOMES SHALL BE ORIENTED SUCH THAT THE ROWS ARE PARALLEL WITH THE DIRECTION OF THE RAMP. WHEN MULTIPLE TILES REGARDLESS OF SIZE ARE USED, THEN THE DETECTABLE SURFACE DOMES SHALL BE ALIGNED BETWEEN THE TILES AND THROUGHOUT THE ENTIRE DETECTABLE SURFACE INSTALLATION.

3. THE TYPICAL CURB WIDTH IS SHOWN AS 6 INCHES. WHEN THE CURB IS WIDER THAN 8 INCHES, THE DETECTABLE SURFACE SHALL BE INSTALLED STARTING FROM THE BACK OF CURB REGARDLESS OF DISTANCE FROM THE FACE OF CURB.

4. WHEN THE EXISTING SIDEWALK IS DARK COLORED, THE CURB RAMP SHALL BE STANDARD CONCRETE COLOR, AND THE DETECTABLE SURFACE SHALL HAVE A 2-INCH BLACK STRIP AT THE TOP EDGE OF THE DETECTABLE SURFACE WITHIN THE FULL WIDTH OF THE RAMP. THE TWO-INCH STRIP SHALL BE MADE OF SIMILAR MATERIAL AND PROVIDED BY THE SAME MANUFACTURERE AS THE DETECTABLE WARNING SURFACE.

5. WHEN THE MAXIMUM SLOPE OF THE RAMP IS LESS THAN OR EQUAL TO 6.67% (1:15), A DETECTABLE SURFACE SHALL BE INSTALLED ON THE ENTIRE RAMP PORTION.

6. WHEN A DETECTABLE SURFACE DOME IS CUT, THE REMAINING DOME SHALL BE BEVELED TO A MAXIMUM SLOPE OF 1:2. COLOR MATCH CUT OR GROUND SURFACES WITH COATING IN ACCORDANCE WITH DETECTABLE WARNING MANUFACTURER.

7. DETECTABLE SURFACE CAST IN PLACE TILE IS AVAILABLE FROM: ARMOR TILE TACTILE SYSTEMS (TEL. 800-682-2525), OR APPROVED EQUAL. DETECTABLE SURFACE SHALL HAVE PLASTIC BACK PLATE FOR SOUND ON CANE DIFFERENTIAL. DETECTABLE SURFACE SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS. THE COLOR OF THE DETECTABLE SURFACE SHALL CONFORM TO FEDERAL STANDARD 595B TABLE IV, COLOR #33538.

8. THE EDGE OF THE DETECTABLE SURFACE SHALL HAVE A BEVELED EDGE SLOPED AT 1:2 MAXIMUM. WHEN THE DETECTABLE SURFACE EDGE IS CUT AND THE RESULTING EDGE IS NOT FLUSH WITH THE SURFACE OF THE CURB RAMP, THE EDGE SHALL BE BEVELED OR CONFORMED WITH A FILLER AT 1:2 MAXIMUM SLOPE, IN ACCORDANCE WITH THE DETECTABLE SURFACE MANUFACTURER'S REQUIREMENTS.

9. GRADE BREAK ACROSS THE DETECTABLE SURFACE SHALL BE ALLOWED WHEN NECESSARY TO MEET GUTTER ELEVATIONS.

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

REFERENCE INFORMATION & FILE NO. OF SURVEYS

BUREAU OF ENGINEERING
DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF SAN FRANCISCO

DESIGNED:	DPW	11/02
DRAWN:	DPW	11/02
CHECKED:	DPW	11/02

APPROVED
SECTION MANAGER DATE:
DEPUTY MANAGER DATE:
CITY ENGINEER DATE:

SCALE: NOT TO SCALE
SHEET OF SHEETS: 2 OF

STANDARD CURB RAMPS

DETECTABLE SURFACE LAYOUT
DETAILS AND NOTES

SPECIFICATION NO. SPEC NUMBER
DRAWING NO. CR-2
FILE NO. 55,017.1
REV. NO. 0

SHEET NOTES

1. SEE DRAWING FILE NO. 55,017, STANDARD CURB RAMPS, REV. 3, FOR ALL GENERAL NOTES AND DETAILS THAT APPLY TO THIS DRAWING.

2. THE DETECTABLE SURFACE DOMES SHALL BE ORIENTED SUCH THAT THE ROWS ARE PARALLEL WITH THE DIRECTION OF THE RAMP. WHEN MULTIPLE TILES REGARDLESS OF SIZE ARE USED, THEN THE DETECTABLE SURFACE DOMES SHALL BE ALIGNED BETWEEN THE TILES AND THROUGHOUT THE ENTIRE DETECTABLE SURFACE INSTALLATION.

3. THE TYPICAL CURB WIDTH IS SHOWN AS 6 INCHES. WHEN THE CURB IS WIDER THAN 8 INCHES, THE DETECTABLE SURFACE SHALL BE INSTALLED STARTING FROM THE BACK OF CURB REGARDLESS OF DISTANCE FROM THE FACE OF CURB.

4. WHEN THE EXISTING SIDEWALK IS DARK COLORED, THE CURB RAMP SHALL BE STANDARD CONCRETE COLOR, AND THE DETECTABLE SURFACE SHALL HAVE A 2-INCH BLACK STRIP AT THE TOP EDGE OF THE DETECTABLE SURFACE WITHIN THE FULL WIDTH OF THE RAMP. THE TWO-INCH STRIP SHALL BE MADE OF SIMILAR MATERIAL AND PROVIDED BY THE SAME MANUFACTURERE AS THE DETECTABLE WARNING SURFACE.

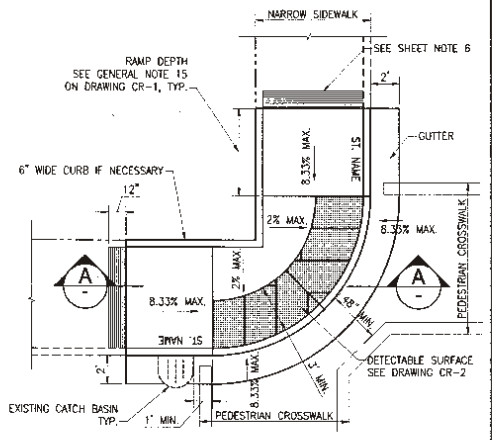
5. WHEN THE MAXIMUM SLOPE OF THE RAMP IS LESS THAN OR EQUAL TO 6.67% (1:15), A DETECTABLE SURFACE SHALL BE INSTALLED ON THE ENTIRE RAMP PORTION.

6. WHEN A DETECTABLE SURFACE DOME IS CUT, THE REMAINING DOME SHALL BE BEVELED TO A MAXIMUM SLOPE OF 1:2. COLOR MATCH CUT OR GROUND SURFACES WITH COATING IN ACCORDANCE WITH DETECTABLE WARNING MANUFACTURER.

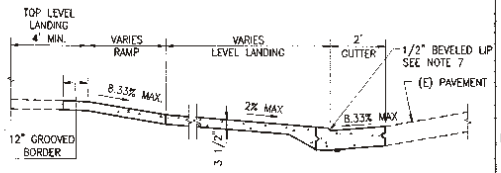
7. DETECTABLE SURFACE CAST IN PLACE TILE IS AVAILABLE FROM: ARMOR TILE TACTILE SYSTEMS (TEL. 800-682-2525), OR APPROVED EQUAL. DETECTABLE SURFACE SHALL HAVE PLASTIC BACK PLATE FOR SOUND ON CANE DIFFERENTIAL. DETECTABLE SURFACE SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS. THE COLOR OF THE DETECTABLE SURFACE SHALL CONFORM TO FEDERAL STANDARD 595B TABLE IV, COLOR #33538.

8. THE EDGE OF THE DETECTABLE SURFACE SHALL HAVE A BEVELED EDGE SLOPED AT 1:2 MAXIMUM. WHEN THE DETECTABLE SURFACE EDGE IS CUT AND THE RESULTING EDGE IS NOT FLUSH WITH THE SURFACE OF THE CURB RAMP, THE EDGE SHALL BE BEVELED OR CONFORMED WITH A FILLER AT 1:2 MAXIMUM SLOPE, IN ACCORDANCE WITH THE DETECTABLE SURFACE MANUFACTURER'S REQUIREMENTS.

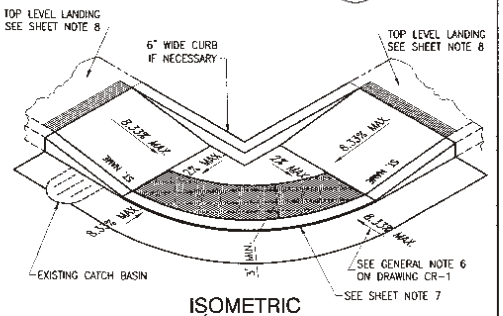
9. GRADE BREAK ACROSS THE DETECTABLE SURFACE SHALL BE ALLOWED WHEN NECESSARY TO MEET GUTTER ELEVATIONS.



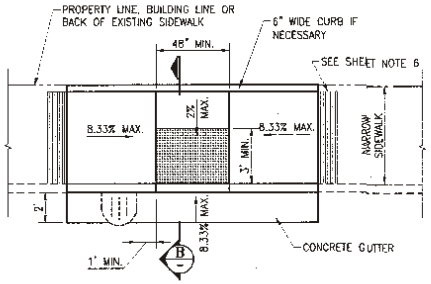
ALTERNATE "A" -BLENDED TRANSITION RAMP
CATCH BASIN OUTSIDE OF CURB RETURN



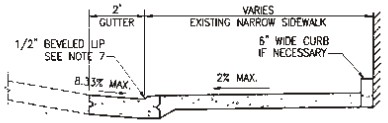
SECTION A



ISOMETRIC

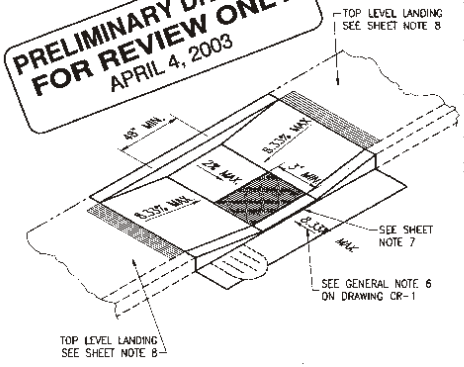


ALTERNATE "B"- PARALLEL RAMP



SECTION B

PRELIMINARY DRAWING
FOR REVIEW ONLY
APRIL 4, 2003



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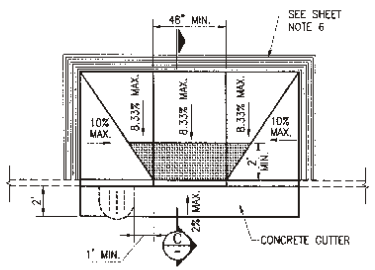
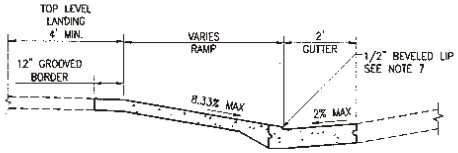
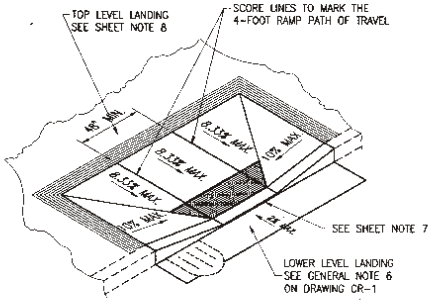


ALTERNATE "C" - RECTANGULAR RAMP



SECTION C



ISOMETRIC

SHEET NOTES

1. THE ALTERNATE CURB RAMPS SHOWN ON THIS DRAWING SHALL BE USED ONLY WITH PRIOR APPROVAL FROM THE DPW DISABILITY ACCESS COORDINATOR OR HIS DESIGNEE AND UPON PROPER DOCUMENTATION OF HARDSHIP INDICATING LEGAL AND OR PHYSICAL CONSTRAINTS.

2. ALL GENERAL NOTES ON DRAWING FILE # 55,017, STANDARD CURB RAMPS, REV. 3, SHALL APPLY TO THIS SHEET. FOR DETECTABLE SURFACE DETAILS AND NOTES, SEE DRAWING CR-2.

3. ALTERNATE "A" CURB RAMP SHALL BE USED WHEN THE SIDEWALK IS TOO NARROW AND THE STANDARD CURB RAMP LAYOUT AND EXCEPTIONS ARE NOT TECHNICALLY FEASIBLE.

4. ALTERNATE "B" CURB RAMP SHALL BE USED ON NARROW SIDEWALK AT MID-BLOCK LOCATIONS WHERE THE STANDARD CURB RAMP LAYOUT IS NOT FEASIBLE. A 6-INCH CURB SHALL BE INSTALLED ALONG THE EDGE OF THE BACK OF SIDEWALK, ONLY WHEN NECESSARY.

5. ALTERNATE "C" CURB RAMP SHALL BE USED AS A VARIATION OF A STANDARD CURB RAMP FOR MID-BLOCK LOCATIONS WHERE THERE IS ENOUGH ROOM FOR TOP LEVEL LANDING. SCORE LINES ORIENTED PARALLEL TO THE PATH OF TRAVEL SHALL SHALL BE USED TO MARK THE 4-FOOT WIDE RAMP.

6. GROOVED BORDERS SHALL BE INSTALLED AS SHOWN ON THE DRAWINGS, IN ACCORDANCE WITH THE DETAILS SHOWN FOR STANDARD CURB RAMPS ON DRAWING CR-1.

7. FOR NON-FEDERALLY FUNDED PROJECTS, THE LOWER END OF THE RAMP SHALL HAVE A 1/2" LIP BEVELED AT 45 DEGREES FOR THE FULL WIDTH OF THE RAMP. FOR FEDERALLY FUNDED PROJECTS, THE BOTTOM OF THE RAMP SHALL BE FLUSH WITH THE LOWER LANDING.

8. PROVIDE A LEVEL LANDING AT THE TOP OF THE RAMP WHICH SHALL BE AS WIDE AS THE RAMP AND 48" DEEP MINIMUM, WITH SLOPES AT 2% MAXIMUM, BOTH DIRECTIONS.

NO.	DATE	DESCRIPTION	BY	APP.
3	12/02	SUPERCEDES PLAN # 55,018 REV. # 2	RR	
2	12/94	SUPERCEDES PLAN # 55,018 CH. 1	RJF	
1	06/91	SUPERCEDES PLAN # 1148,809	RJF	

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

REFERENCE INFORMATION
& FILE NO. OF SURVEYS

BUREAU OF ENGINEERING
DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF SAN FRANCISCO

DESIGNED:	DPW	DATE: 11/02
DRAWN:	DPW	DATE: 11/02
CHECKED:	DPW	DATE: 11/02

APPROVED
SECTION MANAGER DATE:
DEPUTY MANAGER DATE:
CITY ENGINEER DATE:

SCALE: NOT TO SCALE
SHEET OF SHEETS OF

CURB RAMP PLANS
ALTERNATE CURB RAMPS

SPECIFICATION NO. SPEC NUMBER
DRAWING NO. CR-3
FILE NO. 55,018
REV. NO. 3

SHEET NOTES

1. THE ALTERNATE CURB RAMPS SHOWN ON THIS DRAWING SHALL BE USED ONLY WITH PRIOR APPROVAL FROM THE DPW DISABILITY ACCESS COORDINATOR OR HIS DESIGNEE AND UPON PROPER DOCUMENTATION OF HARDSHIP INDICATING LEGAL AND OR PHYSICAL CONSTRAINTS.

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