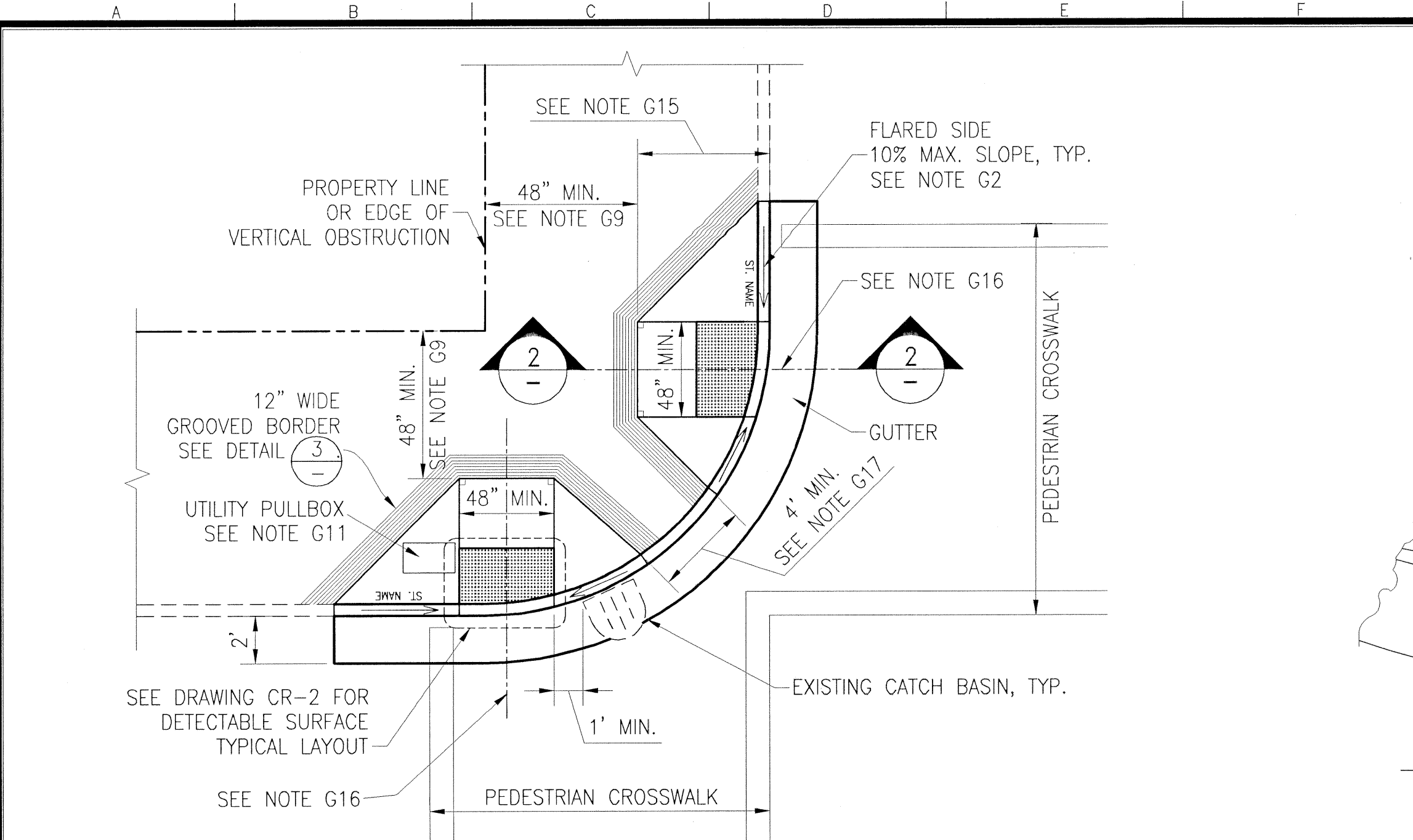
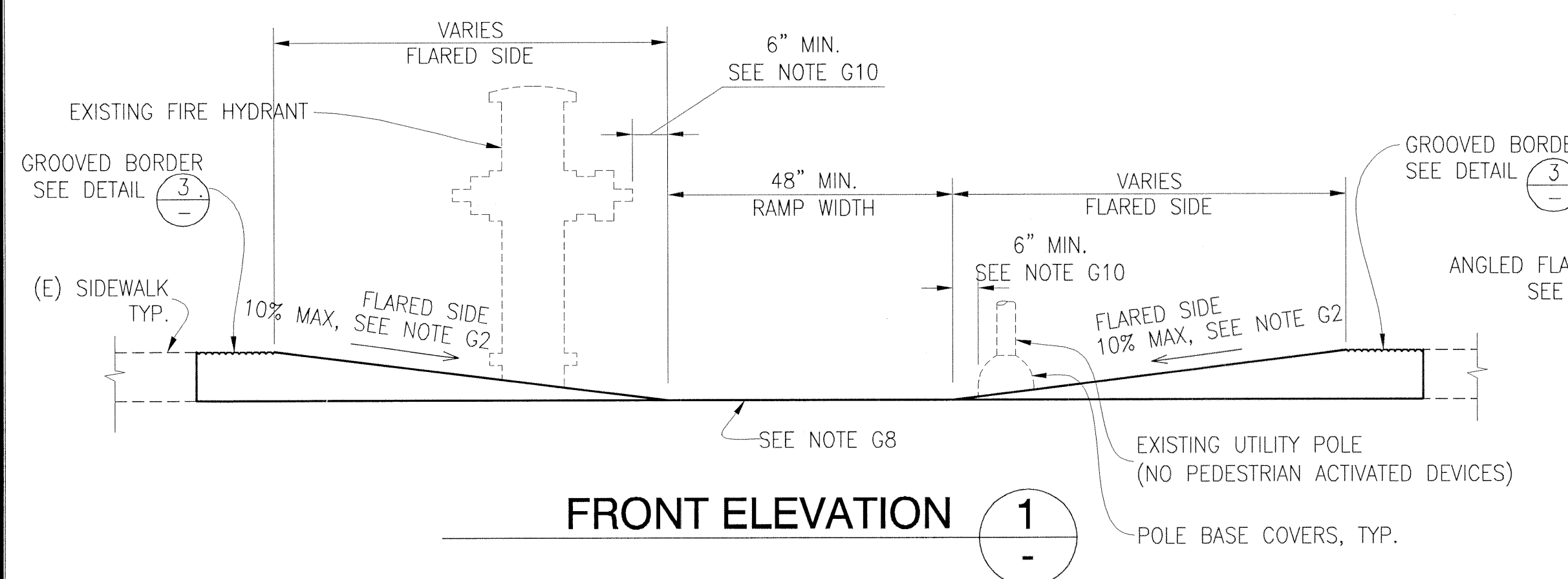


GENERAL NOTES

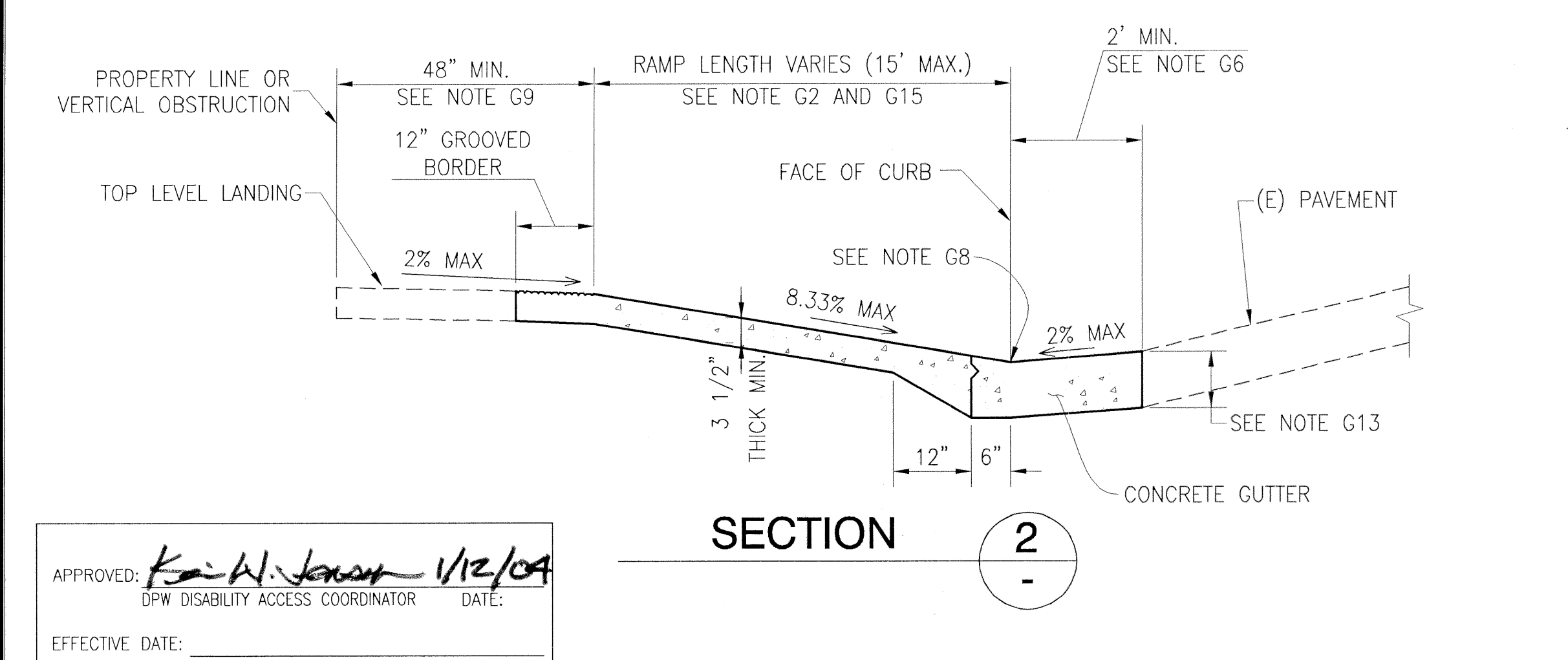
- G1. THE STANDARD CURB RAMP DRAWINGS FILE NO. 55,017 REV.3 AND 55,018 REV.3 SUPERSEDE ALL PREVIOUS DRAWINGS. DRAWING FILE NO. 55,017.1 SHALL BE PART OF THE NEW CURB RAMP STANDARD DRAWINGS. ALL WORK SHALL CONFORM TO SFPDP STANDARD PLANS AND SPECIFICATIONS, LATEST VERSIONS.
- G2. A "CURB RAMP" IS DEFINED 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 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.
- G3. THE STANDARD CURB RAMP LAYOUT SHALL BE USED WHENEVER POSSIBLE. ANY DEVIATION FROM THE STANDARD CURB RAMP PLANS SHALL BE APPROVED BY THE CITY ENGINEER, DPW DISABILITY ACCESS COORDINATOR, OR THEIR DESIGNEE ON A CASE BY CASE BASIS AND WHEN ADEQUATE DOCUMENTATION FOR EVIDENCE OF HARDSHIP IS PROVIDED.
- G4. 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 FARTEST FROM ANGULAR CORNER OR ON AN ADJACENT SIDEWALK FLAG AS DIRECTED BY THE ENGINEER.
- G5. 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 REQUIRED SLOPE IS ACHIEVED ON EACH OF THE RESULTING PLANES.
- G6. 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 ALGEBRAIC SUM OF THE OPPOSING SLOPES BETWEEN TWO ADJACENT SURFACES SHALL NOT EXCEED 10.33%.
- G7. 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.
- G8. THE BOTTOM OF THE RAMP SHALL BE FLUSH WITH THE LOWER LANDING (NO HALF-INCH LIP).
- G9. 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.
- G10. 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. FOR FIRE HYDRANTS, THE 6-INCH CLEARANCE SHALL BE REFERENCED FROM THE NEAREST PROTRUDING PARTS OF THE HYDRANT. 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.
- G11. 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. SUBJECT TO THE APPROVAL OF THE UTILITY BOX OWNER, EXISTING UTILITY BOX FRAMES AND COVERS WITHIN THE DETECTABLE SURFACE AREA SHALL HAVE MATCHING DETECTABLE SURFACE FINISH ON THE ENTIRE FRAME AND COVER, OR RELOCATE THE UTILITY OUTSIDE THE DETECTABLE SURFACE AREA. NEW UTILITY BOXES SHALL NOT BE PLACED WITHIN THE GROOVED BORDER OR THE RAMP.
- G12. 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 FRICTION OF 0.8 OR GREATER, WET OR DRY.
- G13. 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.
- G14. 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 "C-3 ASH GRAY"; (3) SOLOMON COLORS "CHARCOAL 920".
- G15. 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 REGARDLESS OF THE RESULTING RAMP SLOPE.
- G16. 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 THE RAMP BE AS CLOSE AS POSSIBLE TO THE CENTER OF THE CROSSWALK.
- G17. 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 CITY ENGINEER, DPW DISABILITY ACCESS COORDINATOR, OR THEIR DESIGNEE.
- G18. 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.



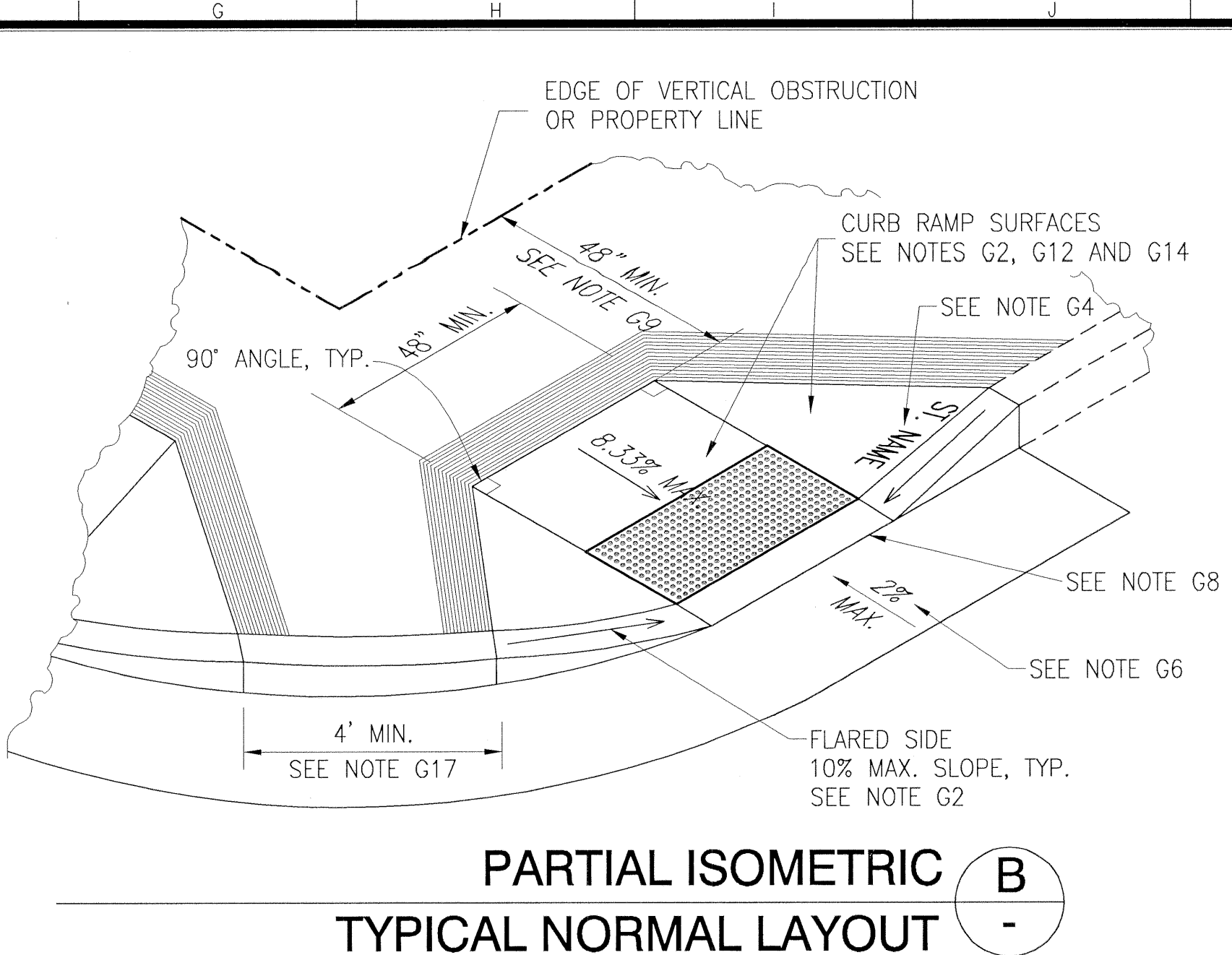
STANDARD CURB RAMP PLAN A
TYPICAL NORMAL LAYOUT



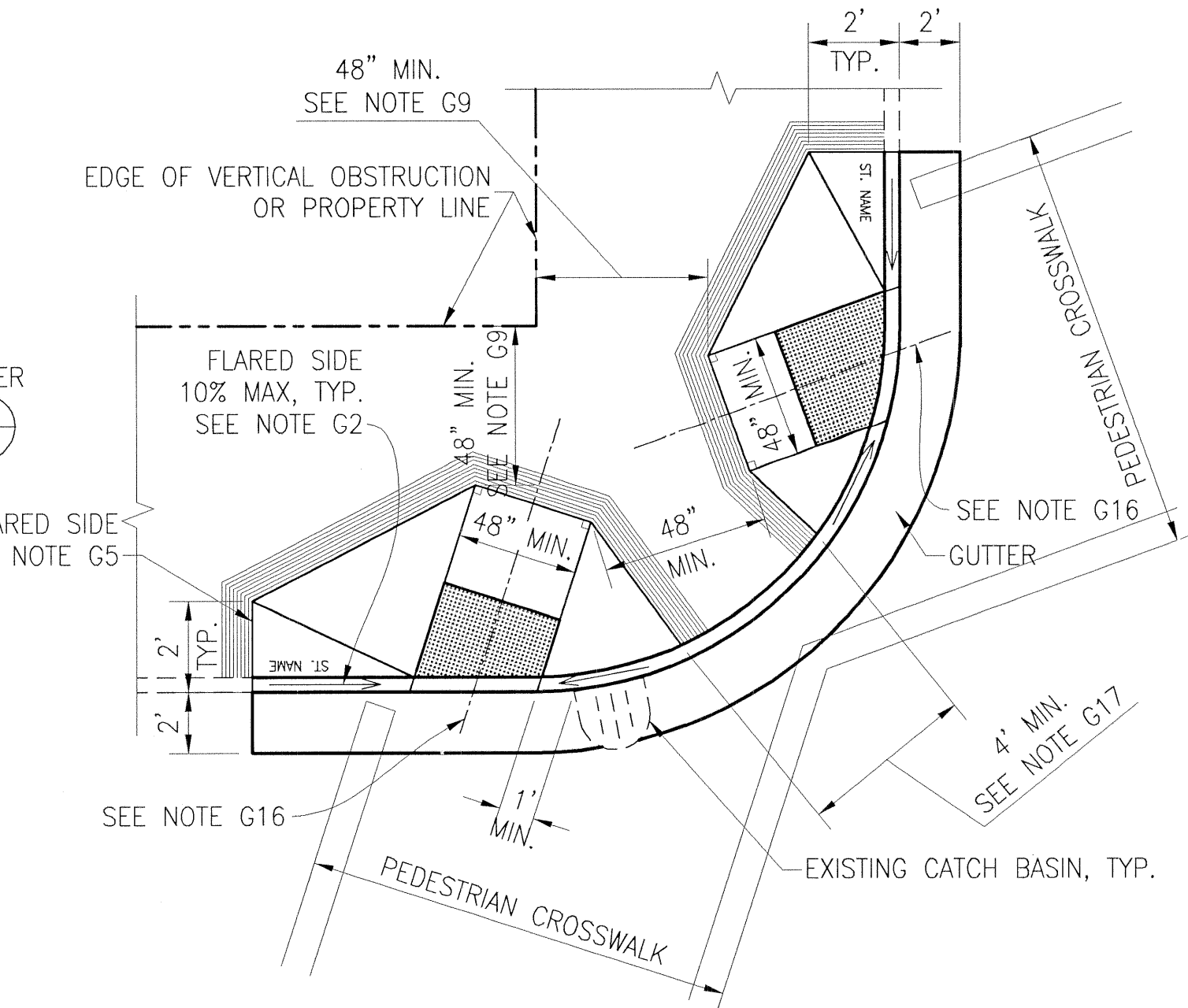
FRONT ELEVATION 1



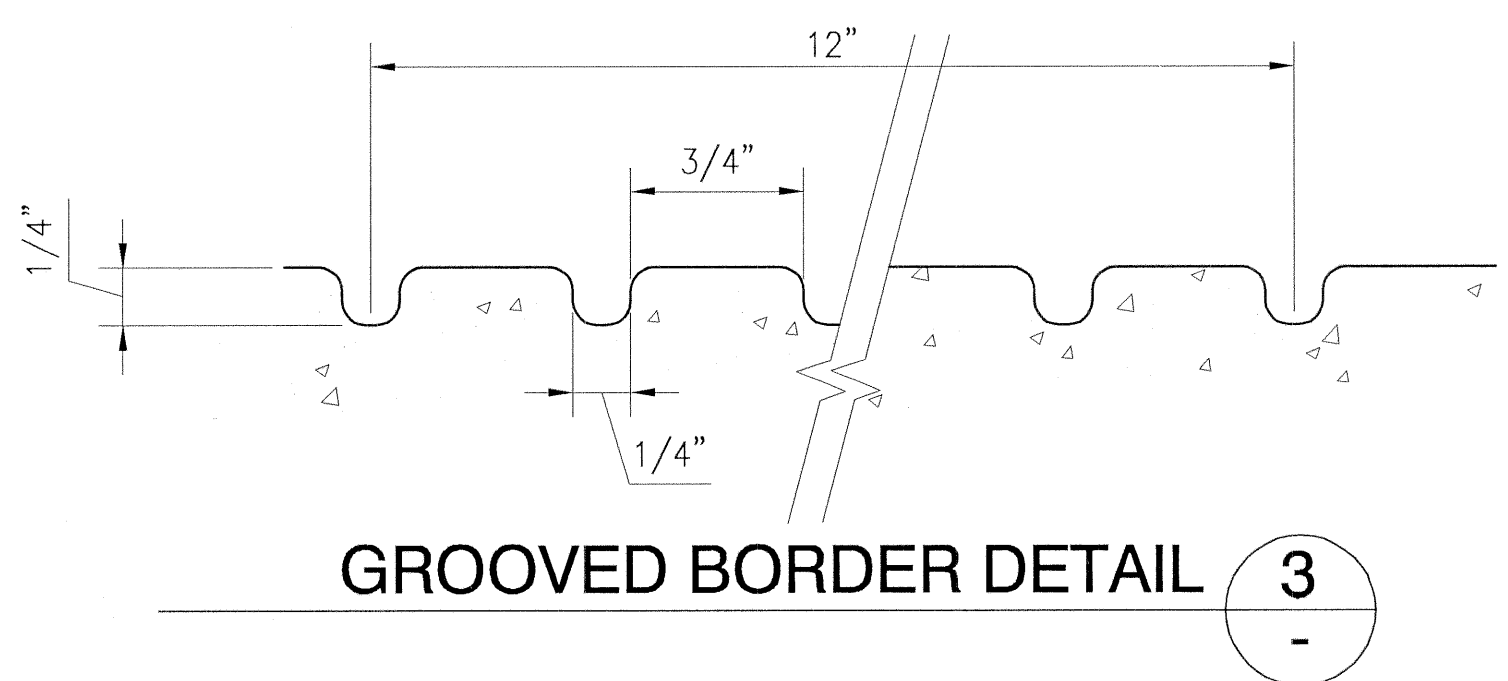
SECTION 2



PARTIAL ISOMETRIC B
TYPICAL NORMAL LAYOUT



STANDARD CURB RAMP PLAN C
TYPICAL DIAGONAL LAYOUT

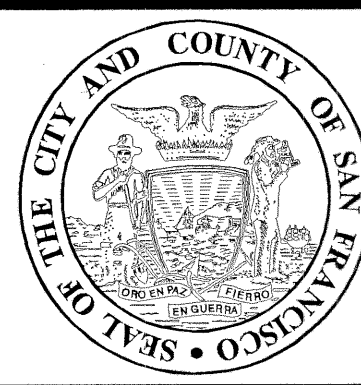


GROOVED BORDER DETAIL 3

APPROVED: *K. A. Jarama* 1/12/04
DPW DISABILITY ACCESS COORDINATOR DATE:
EFFECTIVE DATE:

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 # 11,48,809	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: DATE:
DPW 11/02
DRAWN: DATE:
DPW 11/02
CHECKED: DATE:
DPW 11/02

APPROVED
SECTION MANAGER DATE: 1-14-04
DEPUTY BUREAU MANAGER DATE: 1/15/04
CITY ENGINEER DATE: 1/16/04

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

Plot Title: Mon, 15 Dec 2003 - 5:31pm
Xrefs: SF-SEAL.dwg
Dimension Scale: 40
Model Units: Undefined
Measurement Units are English