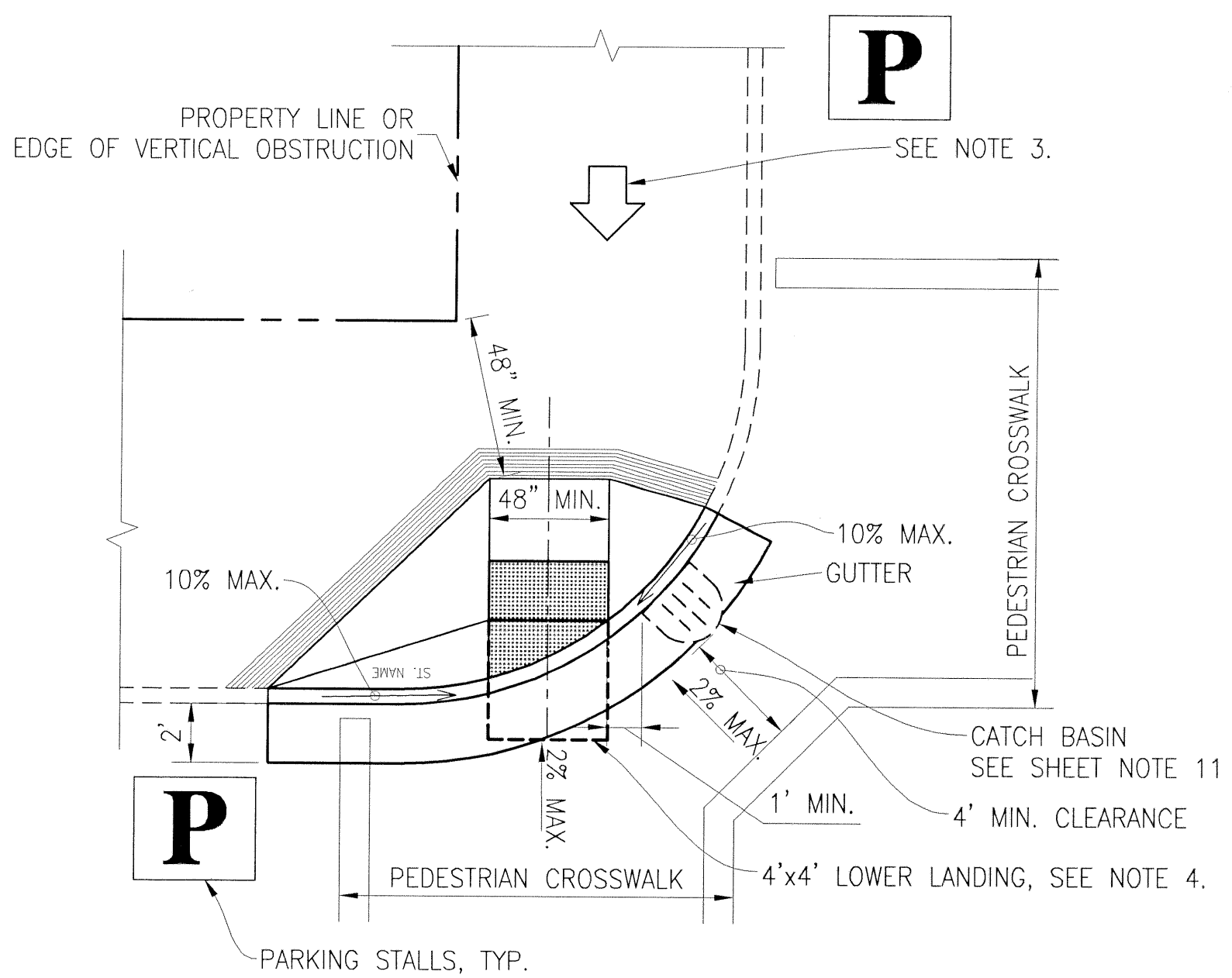
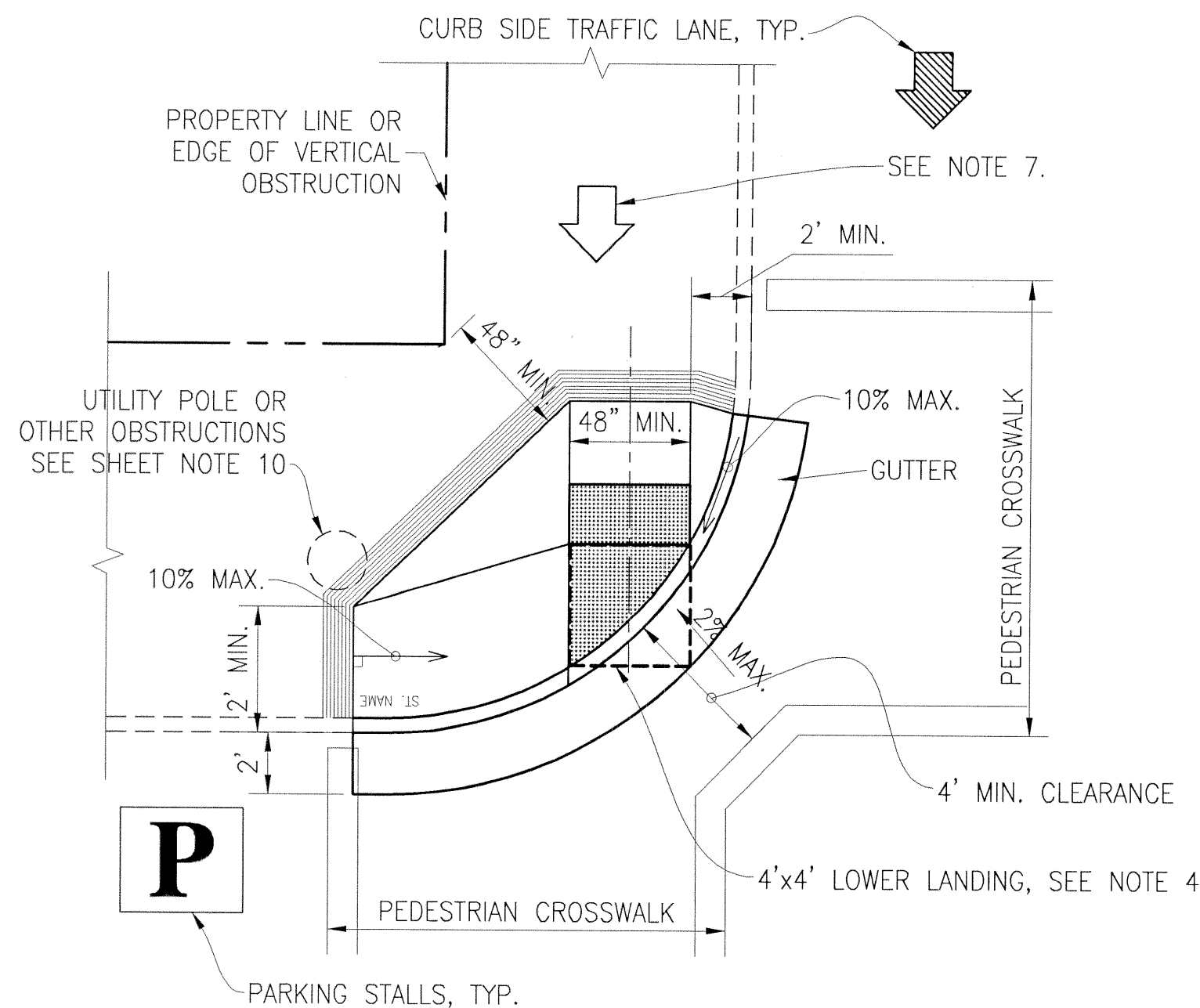


SINGLE CURB RAMP EXCEPTION
PARKING ON BOTH SIDES - NO CATCH BASIN **G1**

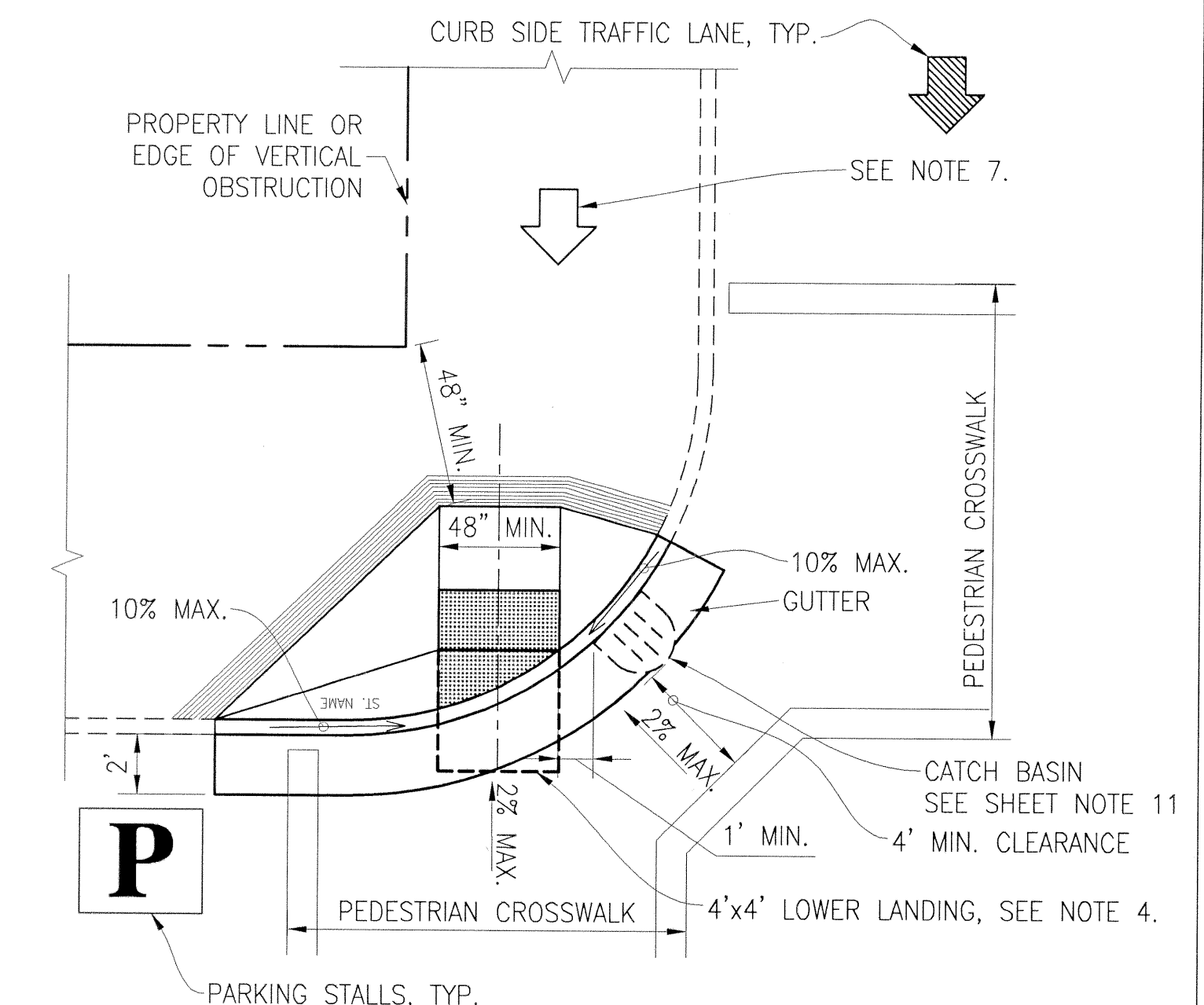


SINGLE CURB RAMP EXCEPTION
PARKING ON BOTH SIDES - WITH CATCH BASIN **H1**

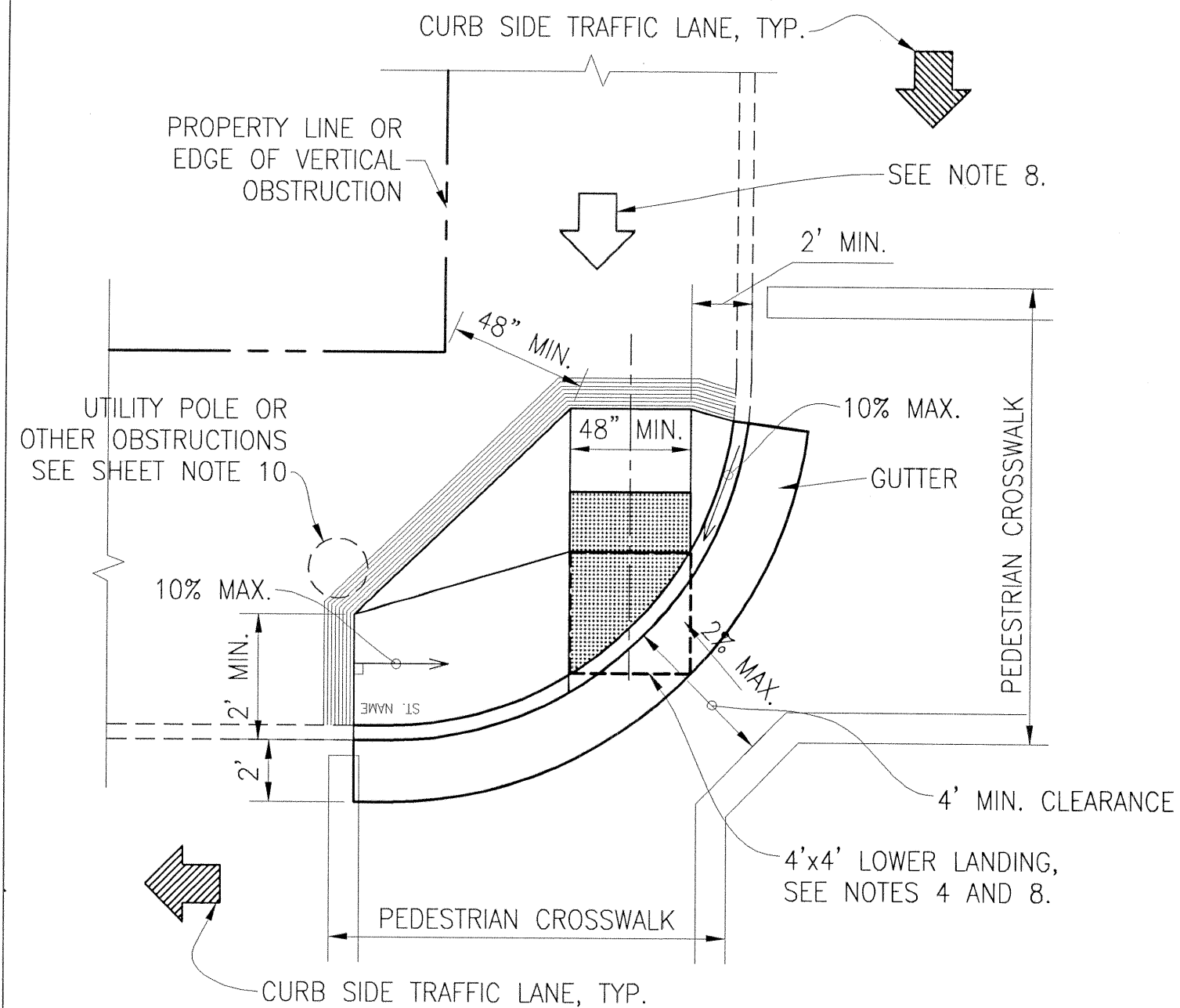
APPROVED: *Kathleen Nelson* 11/2/04
DPW DISABILITY ACCESS COORDINATOR DATE:
EFFECTIVE DATE:



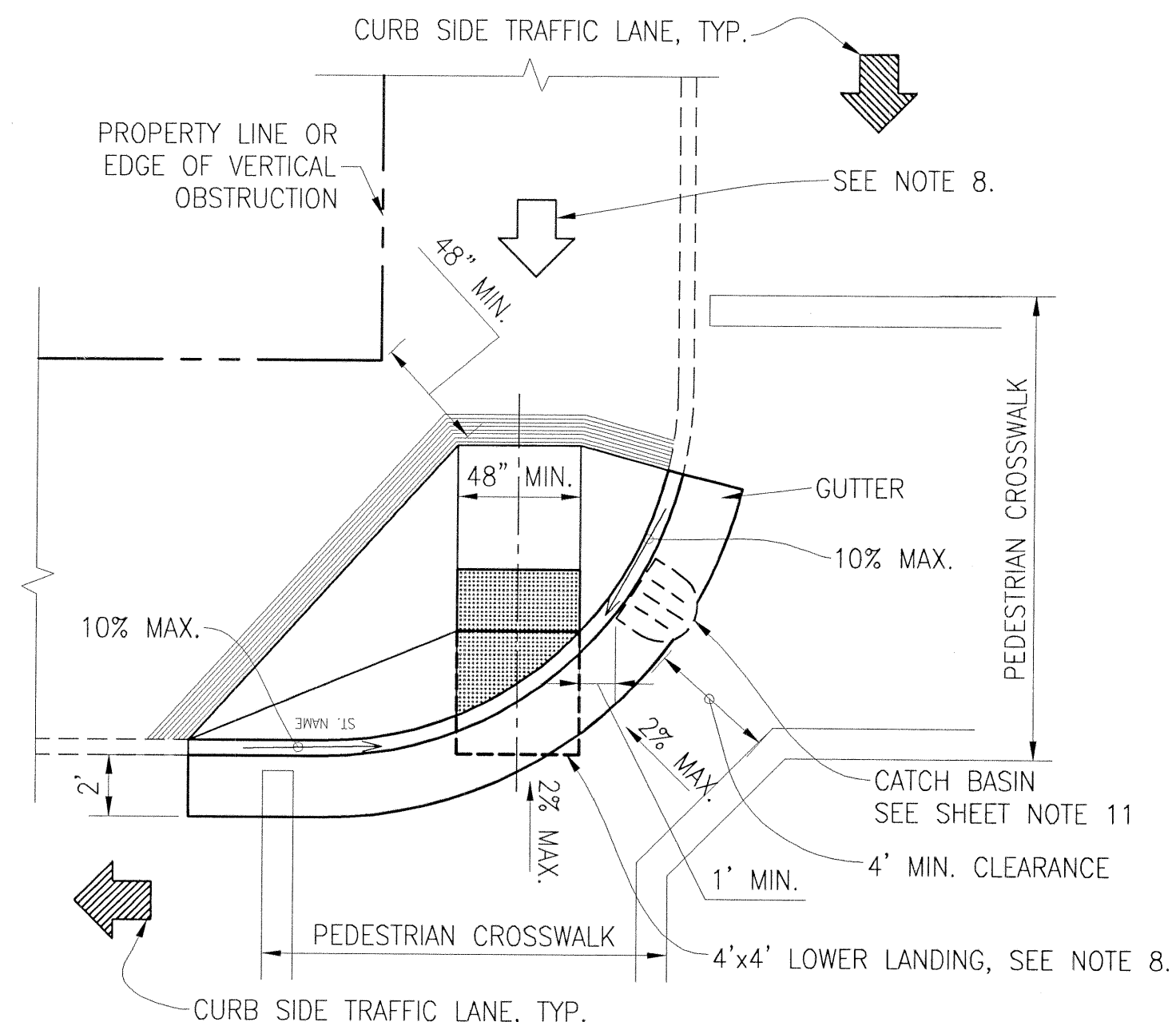
SINGLE CURB RAMP EXCEPTION
PARKING ON ONE SIDE - NO CATCH BASIN **G2**



SINGLE CURB RAMP EXCEPTION
PARKING ON ONE SIDE - WITH CATCH BASIN **H2**



SINGLE CURB RAMP EXCEPTION
NO PARKING - NO CATCH BASIN **G3**



SINGLE CURB RAMP EXCEPTION
NO PARKING - WITH CATCH BASIN **H3**

SHEET NOTES

1. THE EXCEPTION CURB RAMP SHOWN ON THIS DRAWING SHALL BE USED ONLY WITH PRIOR APPROVAL FROM THE CITY ENGINEER, DPW DISABILITY ACCESS COORDINATOR, OR THEIR DESIGNEE AND UPON PROPER DOCUMENTATION OF HARDSHIP INDICATING LEGAL AND/OR PHYSICAL CONSTRAINTS.

2. ALL GENERAL NOTES ON DRAWING CR-1, FILE NUMBER 55,017, STANDARD CURB RAMP, REV. 3, SHALL APPLY TO THIS SHEET. FOR DETECTABLE SURFACE DETAILS AND NOTES, SEE DRAWING CR-2.

3. THE DIRECTION OF THE RAMP SHALL FOLLOW THE PREDOMINANT PEDESTRIAN PATH OF TRAVEL, WHERE FEASIBLE.

4. PROVIDE A 4'x4' LOWER LEVEL. THE LEVEL LANDING MAY SLOPE 2% MAXIMUM IN EACH DIRECTION.

5. WHEN ONLY ONE SIDE HAS PARKING STALLS, THE LOWER LANDING SHALL BE LOCATED SO IT WILL NOT ENCRoACH INTO THE TRAFFIC LANE.

6. WHERE THERE ARE NO PARKING ON EITHER SIDE OF THE RAMP, THE LOWER LANDING SHALL BE LOCATED TO HAVE EQUAL PROJECTION INTO EACH TRAFFIC LANE.

7. THE DIRECTION OF THE RAMP SHALL FACE TOWARDS THE SIDE OF THE STREET WITH PARKING STALLS, REGARDLESS OF THE DIRECTION OF THE PREDOMINANT PEDESTRIAN PATH OF TRAVEL.

8. WHEN THERE IS NO PARKING ON EITHER SIDE OF THE SINGLE CURB RAMP, THE LOWER LEVEL LANDING SHALL BE LOCATED OUTSIDE OF THE CURB SIDE VEHICULAR TRAFFIC PATH.

9. ANY OF THESE EXCEPTION CURB RAMP MAY BE USED WITH A 3' WIDE RAMP, AND 1:12 (8.33%) MAX. FLARED SIDES, WITH DOCUMENTATION OF HARDSHIP INDICATING LEGAL AND/OR PHYSICAL CONSTRAINTS.

10. SINGLE CURB RAMP EXCEPTION PLANS G1 THRU G3 OCCUR WHEN EXISTING VERTICAL OBSTRUCTIONS, SUCH AS, UTILITY POLES, ELECTRICAL CABINETS AND FIRE HYDRANTS, PROHIBIT THE INSTALLATION OF TWO CURB RAMP.

11. SINGLE CURB RAMP EXCEPTION PLANS H1 THRU H3 OCCUR WHEN AN EXISTING CATCH BASIN AT THE MIDDLE OF THE RETURN PROHIBITS THE INSTALLATION OF TWO CURB RAMP.

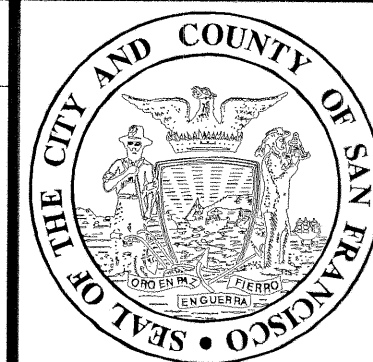
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Model Units: Feet

Measurement Units are English

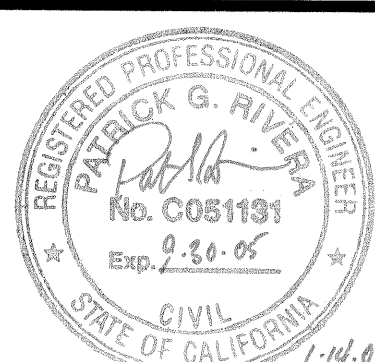
Plot Time: Mon, 15 Dec 2003 - 5:06pm

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:	DATE:	APPROVED:
DPW	11/02	<i>Pat G. Rivera</i> 11/14/04
DRAWN:	DATE:	SECTION MANAGER DATE:
DPW	11/02	<i>Nelson</i> 11/15/04
CHECKED:	DATE:	DEPUTY MANAGER DATE:
DPW	11/02	<i>Nelson</i> 11/16/04
		CITY ENGINEER DATE:

SCALE:
NOT TO SCALE
SHEET OF SHEETS
6 OF

EXCEPTION CURB RAMP
SINGLE CURB RAMP PLANS

SPECIFICATION NO.
DRAWING NO.
CR-6
FILE NO.
55,018.3
REV. NO.
0