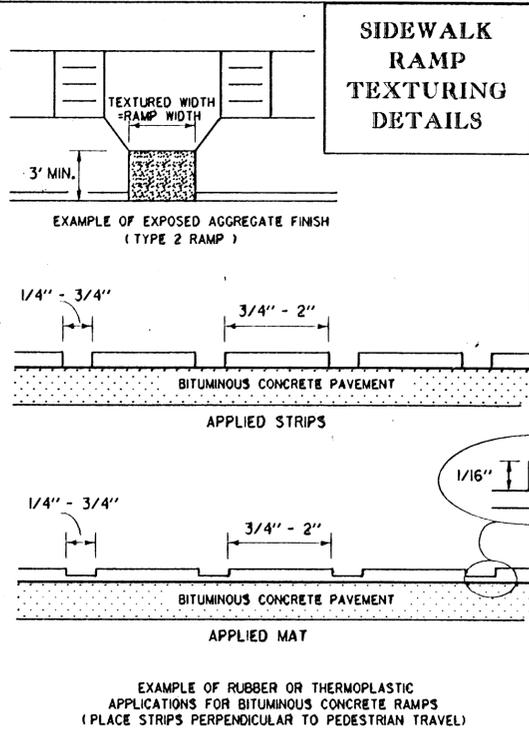
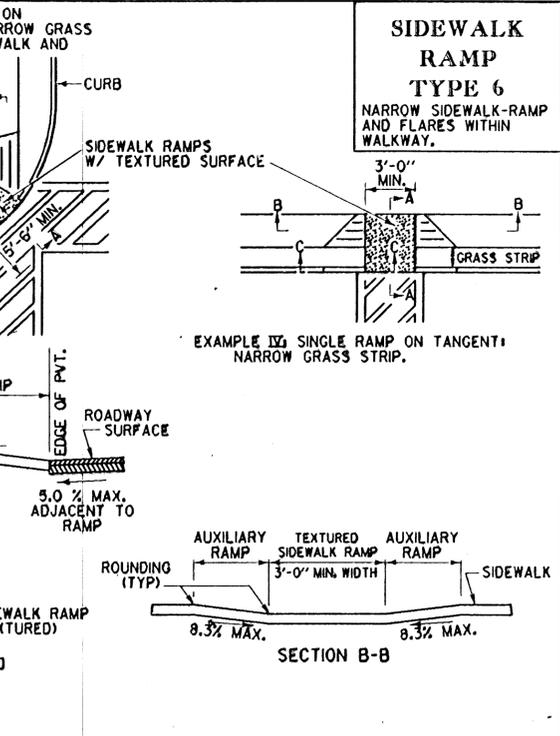
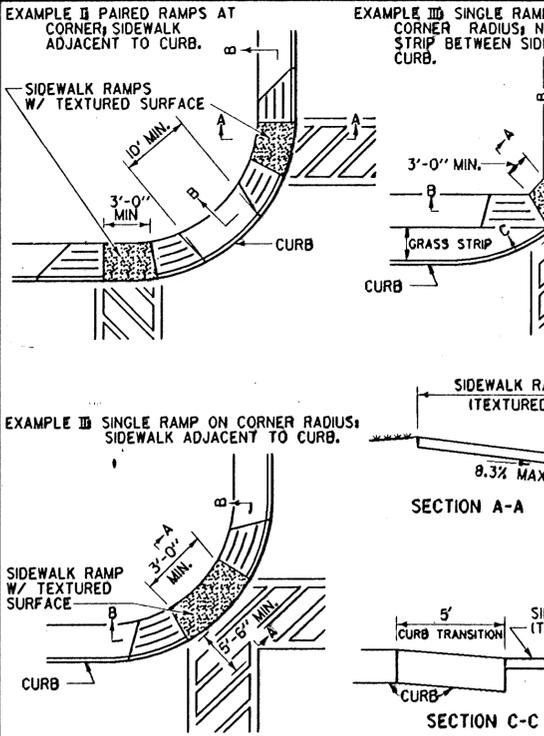
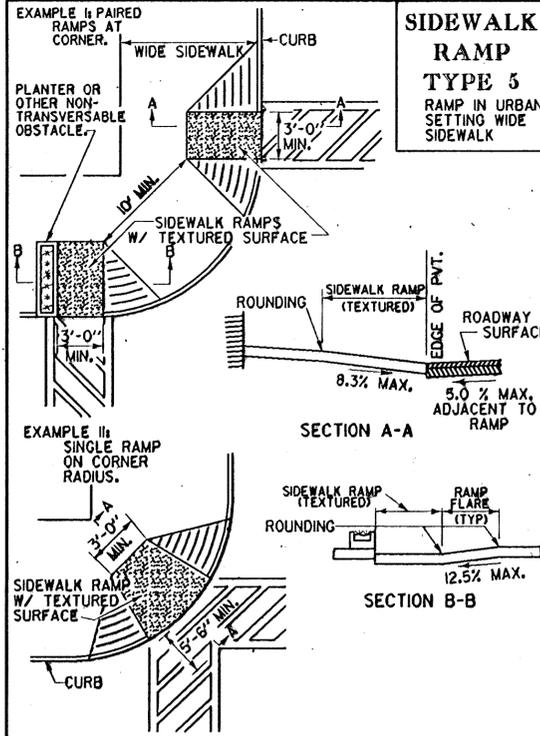


- GENERAL NOTES:**
- THE DIMENSIONS AND GRADES SHOWN ON THIS STANDARD WILL BE ADHERED TO IN THE DESIGN AND THE CONSTRUCTION OF SIDEWALK RAMP, WHERE SIDEWALKS RUN ADJACENT TO ROADWAYS ON STEEP (5% OR GREATER) GRADES, RAMP GRADES WILL BE AS FLAT AS POSSIBLE.
 - MINIMUM RAMP WIDTH=
 - 4' WHERE RAMP MAY BE APPROACHED DIRECTLY.
 - 5'-0" WHERE THE RAMP MUST BE (OR OFTEN WILL BE) APPROACHED FROM THE SIDE, TO PROVIDE MANEUVERING ROOM FOR WHEELCHAIRS.
 - ALLOWABLE GRADES ON RAMPS:
 - 8.3% MAXIMUM
 - FLATTER GRADES WILL BE PROVIDED WHERE FEASIBLE.
 - ALLOWABLE GRADES ON FLARES ADJACENT TO RAMPS:
 - 12.5% MAXIMUM WHEN NOT DIRECTLY IN PATH THAT PEDESTRIANS MUST USE.
 - 10.0% MAXIMUM WHEN DIRECTLY IN PATH THAT PEDESTRIANS MUST USE.
 - 8.3% MAXIMUM WHEN NORMALLY USED BY WHEELCHAIRS TO ENTER OR EXIT RAMP.
 - FLATTER GRADES WILL BE PROVIDED WHERE FEASIBLE.
 - CROSS SLOPES ON RAMP SURFACES SHALL NOT EXCEED 2.0%.
 - AN OVERRUN DISTANCE OF 4' MINIMUM SHOULD BE PROVIDED AT THE TOP AND BOTTOM OF SIDEWALK RAMPS TO ALLOW FOR STOPPING AND MANEUVERING OF WHEELCHAIRS.
 - TRANSITIONS (GRADE CHANGES) AT TOPS AND BOTTOMS OF RAMPS AND FLARES SHOULD BE ROUNDED.
 - VERTICAL DROP-OFF EDGES TO RAMPS WILL NOT BE BUILT UNLESS THE RAMP ABUTS AN AREA WHICH WILL NOT BE USED BY PEDESTRIANS.
 - NO VERTICAL 'LIP' OR 'CURB REVEAL' WILL BE PROVIDED WHERE THE RAMP ADJOINS THE ROADWAY.
 - RAMPS SHALL IN ALL CASES DIRECT USERS INTO THE CROSSWALK AREA.
 - WHERE POSSIBLE, SIDEWALK RAMPS AND FLARES SHOULD BE LOCATED OUTSIDE THE DIRECT LINE OF TRAVEL MOST LIKELY TO BE FOLLOWED BY THE VISUALLY IMPAIRED.
 - SIDEWALK RAMPS SHOULD NOT BE LOCATED WHERE THEIR USE MAY BE PREVENTED BY SIGNS, POLES, PLANTERS, MAILBOXES, ETC.
 - WHERE POSSIBLE, SIDEWALK RAMPS SHOULD NOT BE LOCATED WHERE USERS MUST CROSS DROP INLET GRATES, MANHOLE COVERS OR OTHER ACCESS LIDS. IF THIS CANNOT BE AVOIDED THEN GRATE DESIGN AND PLACEMENT SHALL CONFORM TO THE LATEST EDITION OF ANSI.
 - CURB DRAINAGE SHOULD BE CONSTRUCTED SO AS TO PRECLUDE THE FLOW OF WATER PAST THE SIDEWALK RAMP.
 - WHERE CURB CORNER RADIUS EXCEEDS 25', TWO SIDEWALK RAMPS ARE RECOMMENDED IN PREFERENCE TO A SINGLE RAMP.
 - JOINTS WILL BE CONSTRUCTED IN ACCORDANCE WITH CURRENT SIDEWALK SPECIFICATIONS, HOWEVER EXPANSION JOINTS WITHIN THE SIDEWALK RAMP AREA WILL BE AVOIDED WHEREVER POSSIBLE.
 - SLOPES OF ADJOINING GUTTERS AND ROAD SURFACES IMMEDIATELY ADJACENT TO THE CURB RAMP SHALL NOT EXCEED 1:20 (5%). NO LIP IS ALLOWED WHERE SIDEWALK RAMP MEETS THE GUTTER.



- TEXTURING NOTES:**
- ALL SIDEWALK RAMPS PROVIDING ACCESS TO AN ADJACENT ROADWAY SHALL RECEIVE AN APPROVED TEXTURED TREATMENT WHICH SHALL BE SLIP-RESISTANT AS WELL AS DETECTABLE BY CANE BY THE VISUALLY IMPAIRED.
 - TEXTURING SHALL EXTEND THE FULL WIDTH AND DEPTH OF THE RAMP.
 - TEXTURES SHALL CONTRAST WITH THAT OF THE SURROUNDING SURFACE. APPROVED TEXTURED TREATMENTS ARE AS FOLLOWS:
 - FOR BITUMINOUS CONCRETE RAMPS: 1/8" RUBBER OR THERMOPLASTIC STRIPS OR 1/8" RUBBER OR THERMOPLASTIC MAT.
 - FOR PORTLAND CEMENT CONCRETE RAMPS: EXPOSED AGGREGATE SURFACE. THE METHOD FOR ACHIEVING THE EXPOSED AGGREGATE SURFACE SHALL COMPLY WITH PROCEDURES SPECIFIED BY APPROVED VENDORS OF CONCRETE RETARDING ADDITIVES USED FOR THIS PURPOSE.
 - BRICK SURFACES MAY BE USED FOR BOTH BITUMINOUS CONCRETE AND PORTLAND CEMENT CONCRETE RAMPS.
 - TEXTURING, INCLUDING NECESSARY MATERIALS, TOOLS, EQUIPMENT AND LABOR, SHALL BE CONSIDERED SUBSIDIARY TO THE SIDEWALK PAY ITEM.

REVISIONS AND CORRECTIONS

APPROVED

8/18/89 DATE

David B. Kelley
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Robert M. M...
DESIGN ENGINEER

SIDEWALK RAMPS

VERMONT AGENCY OF TRANSPORTATION

STANDARD C-3