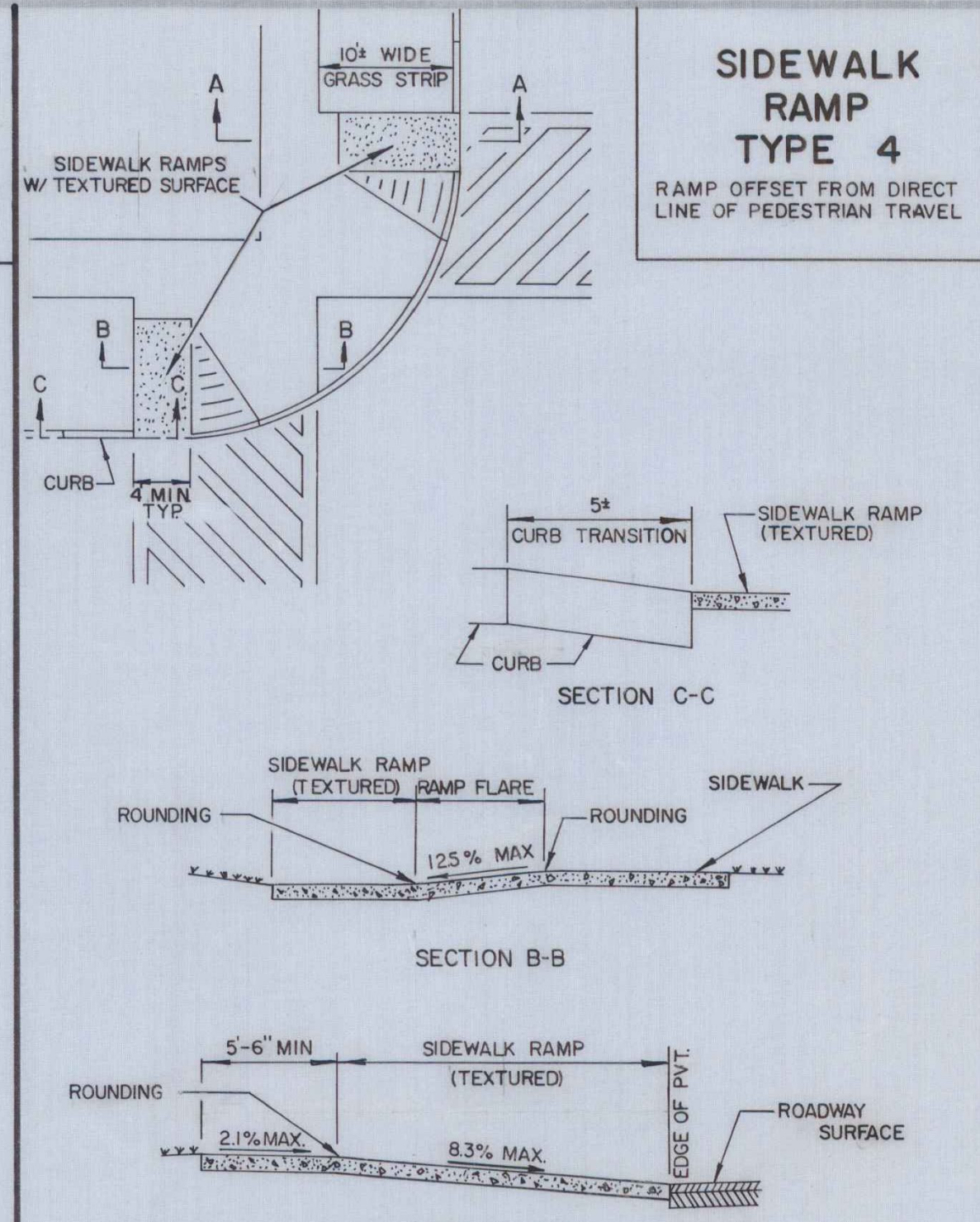
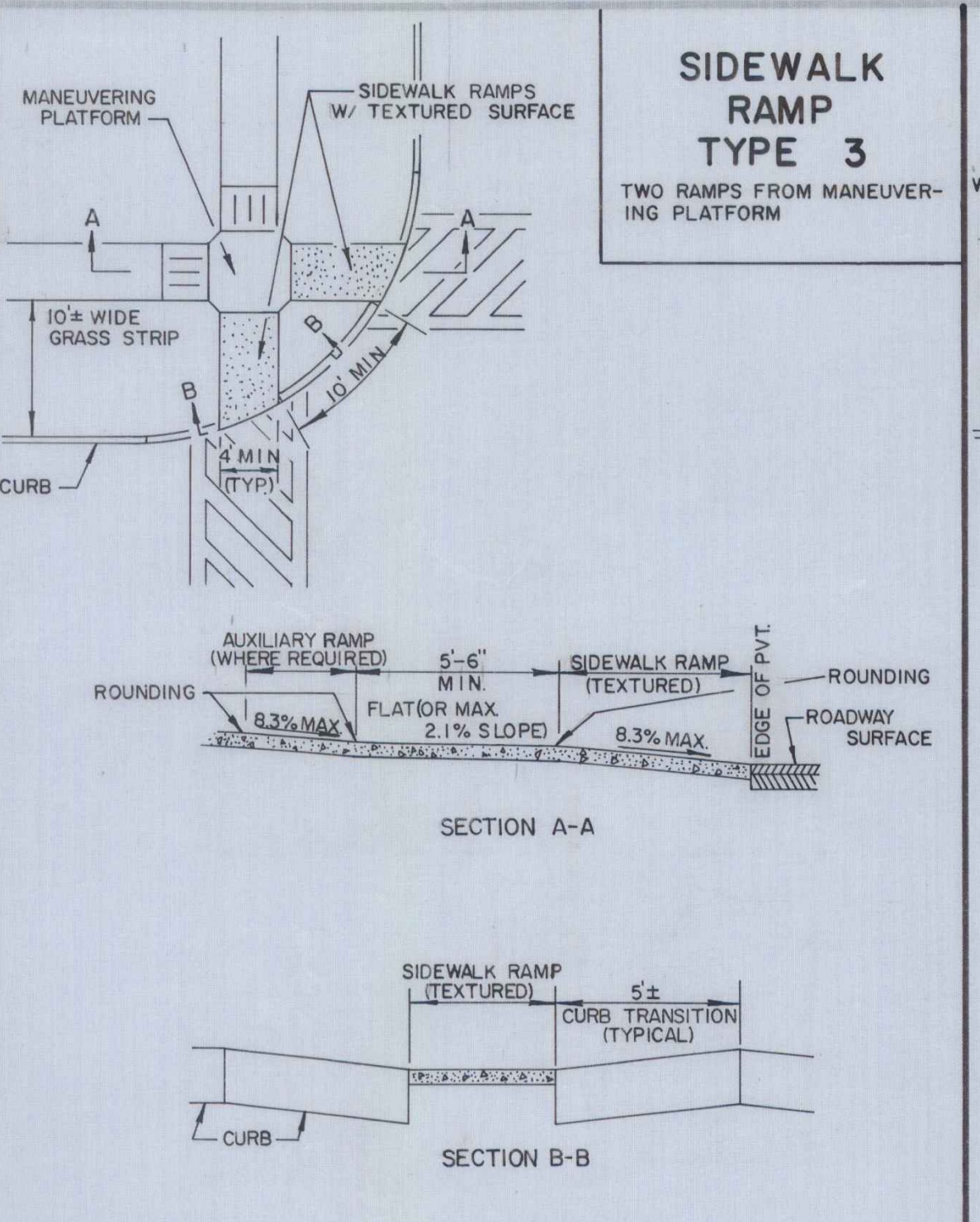
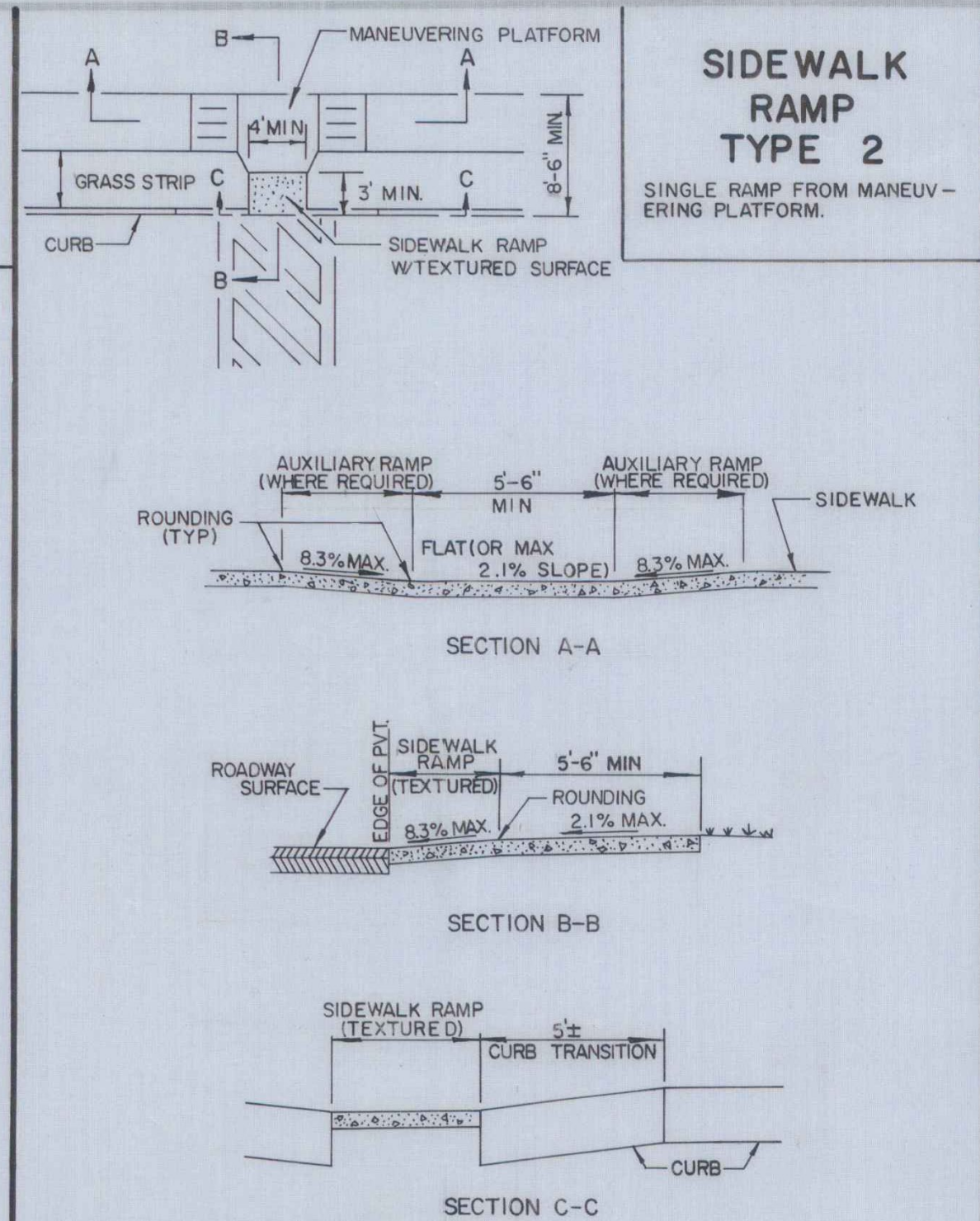
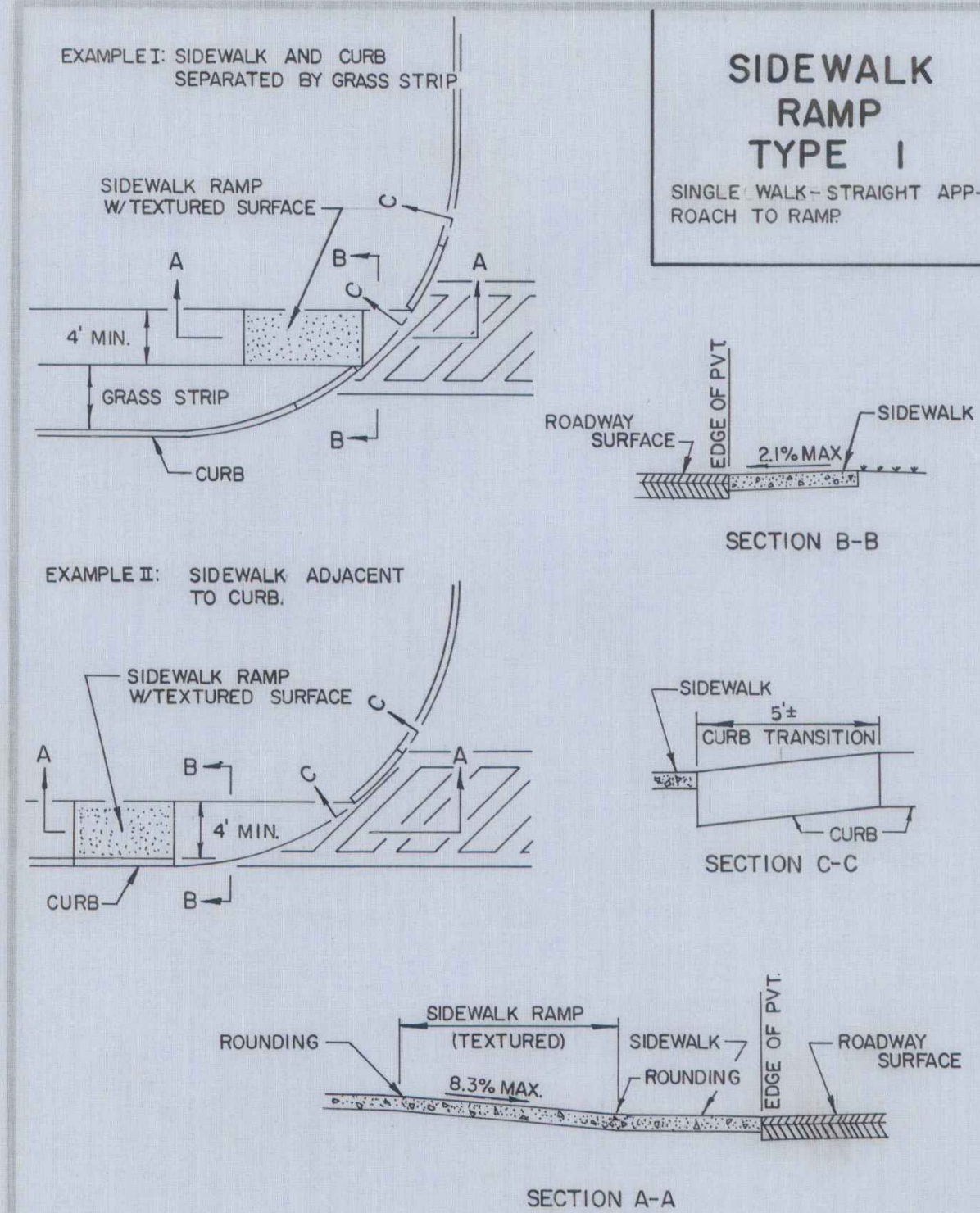
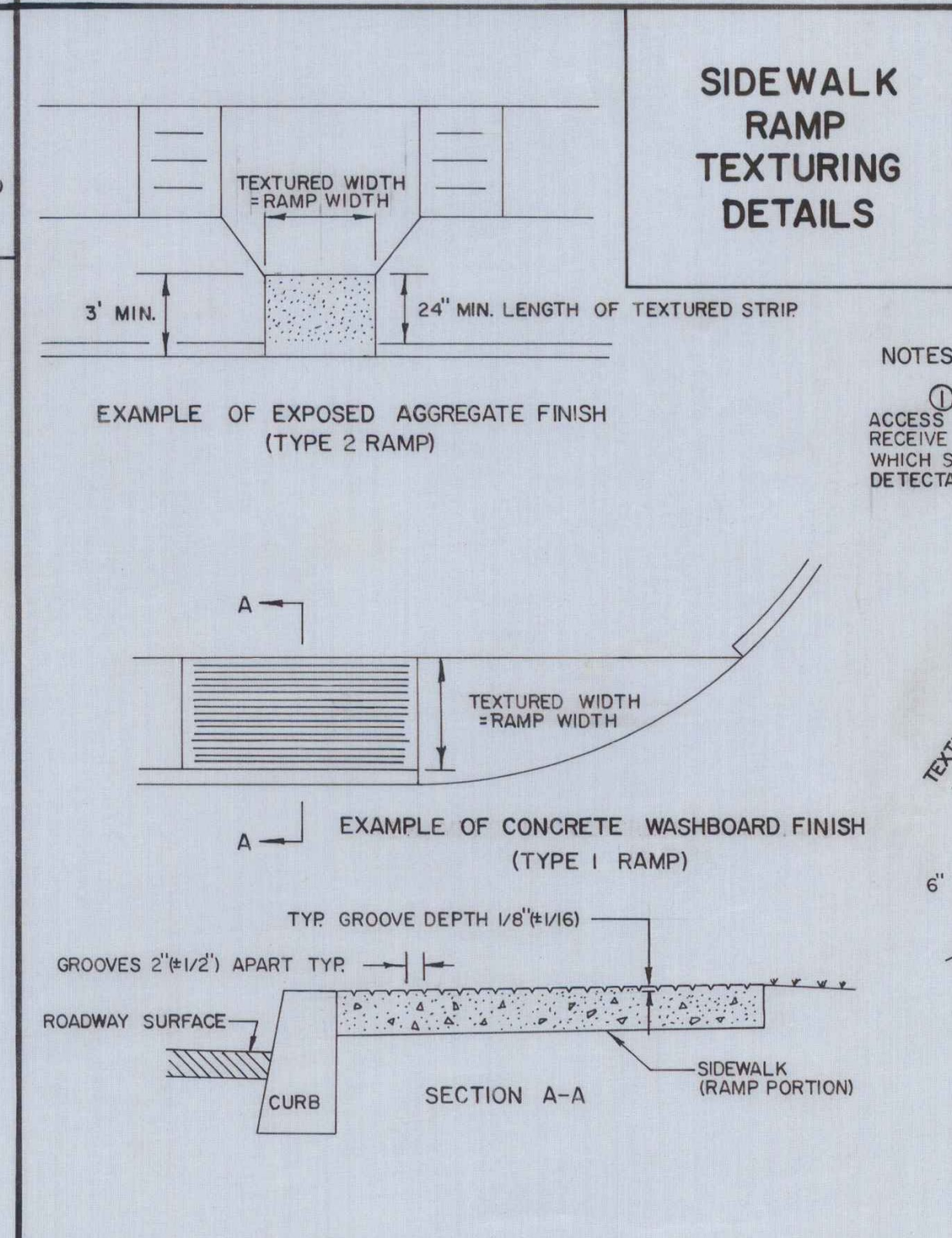
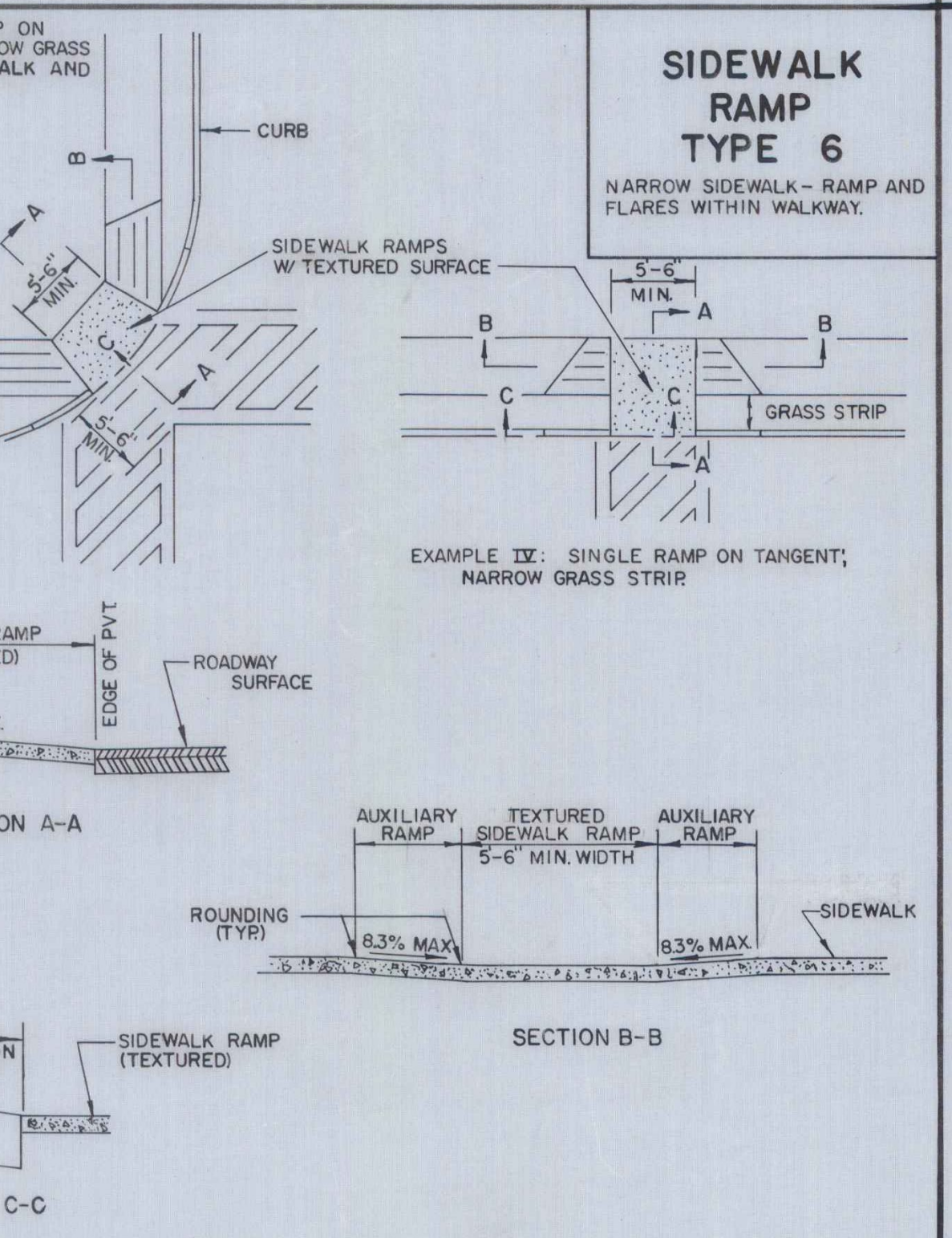
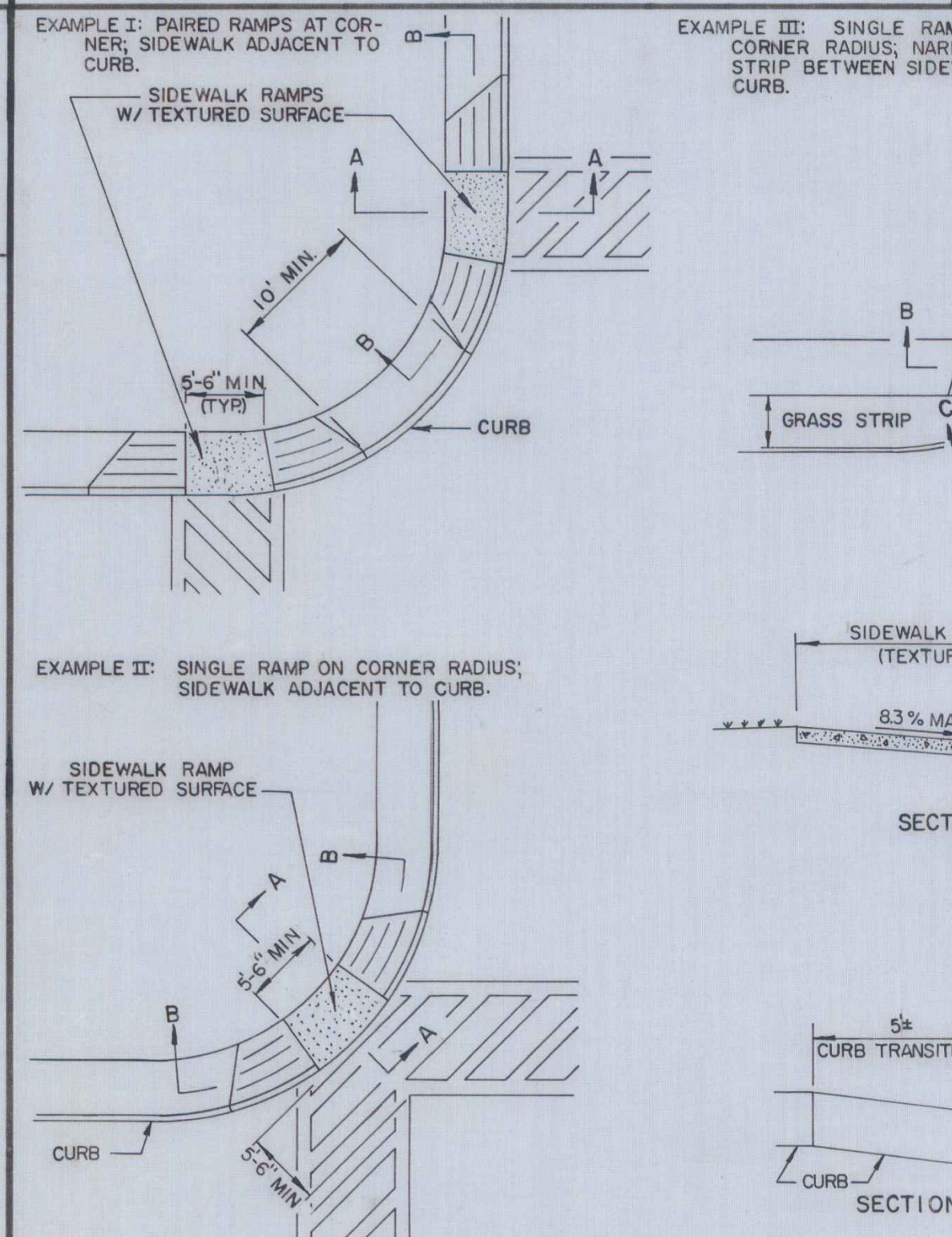
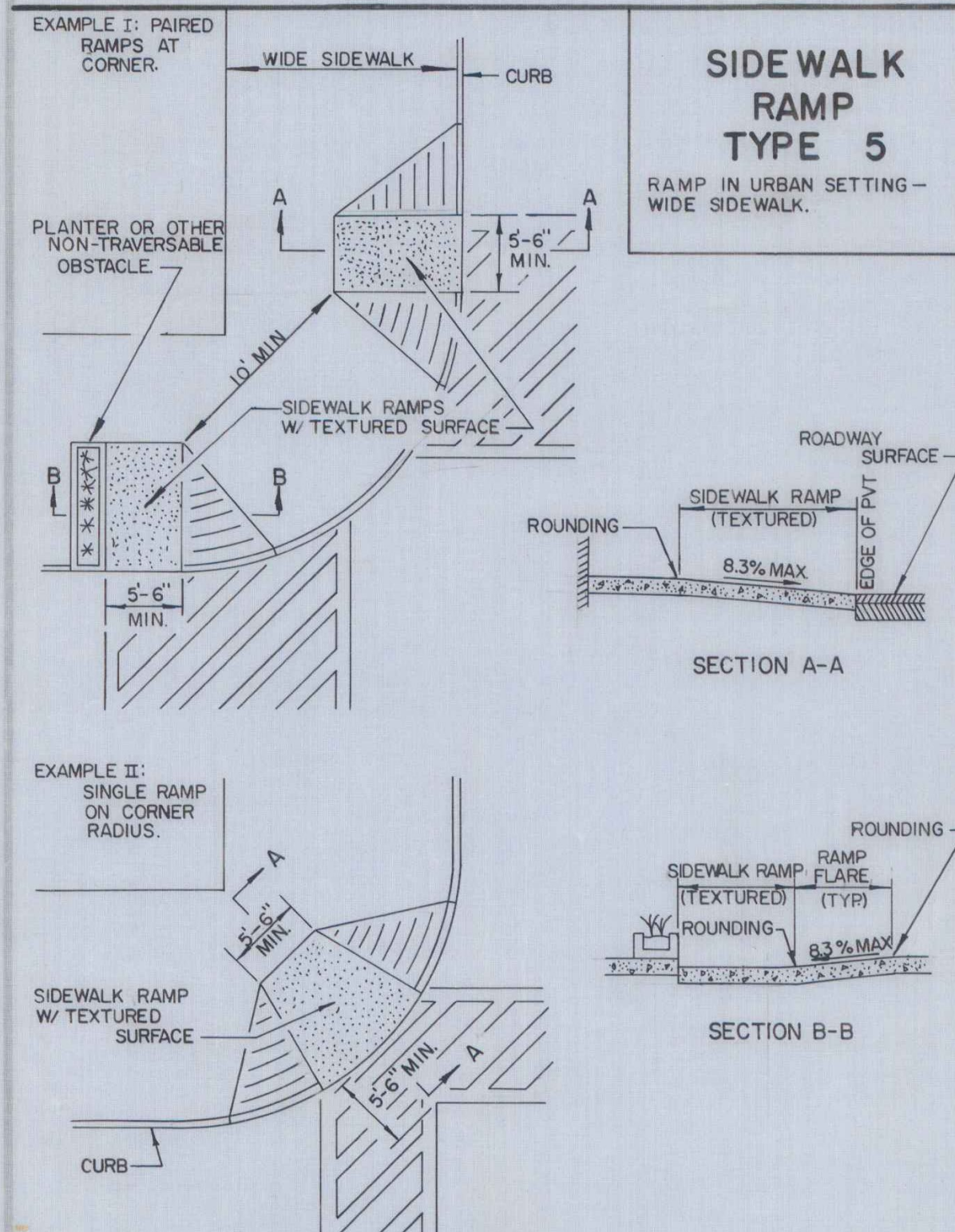




- GENERAL NOTES:**
- THE DIMENSIONS AND GRADES SHOWN ON THIS STANDARD SHALL BE ADHERED TO IN THE DESIGN AND CONSTRUCTION OF RAMP INFRASTRUCTURE. WHERE SIDEWALKS TO ROADWAYS ON STEEP (5% OR GREATER) GRADES, WILL BE AS FLAT AS POSSIBLE CONSISTENT WITH ENGINEERING JUDGMENT.
 - MINIMUM RAMP WIDTH =
A. 4' WHERE THE RAMP MAY BE APPROACHED DIRECTLY
B. 5'-6' WHERE THE RAMP MUST BE (OR OFTEN WILL BE) FROM THE SIDE, TO PROVIDE MANEUVERING ROOM FOR WHEELCHAIRS.
 - ALLOWABLE GRADES ON RAMP:
A. 8.3% MAXIMUM
B. FLATTER GRADES WILL BE PROVIDED WHERE FEASIBLE.
 - ALLOWABLE GRADES ON FLARES ADJACENT TO RAMP:
A. 12.5% MAXIMUM WHEN NOT DIRECTLY IN PATH OF TRAVEL
B. 10.0% MAXIMUM WHEN DIRECTLY IN PATH OF TRAVEL
C. 8.3% MAXIMUM WHEN NORMALLY USED BY WHEELCHAIRS
D. FLATTER GRADES WILL BE PROVIDED WHERE FEASIBLE.
 - CROSS-SLOPES ON RAMP SURFACES SHALL NOT EXCEED 2%.
 - AN OVERRUN DISTANCE OF 5'-6" MINIMUM SHOULD BE PROVIDED AT TOP AND BOTTOM OF SIDEWALK RAMP TO ALLOW FOR STOPPING AND MANEUVERING OF WHEELCHAIRS.
 - TRANSITIONS (GRADE CHANGES) AT TOPS AND BOTTOMS OF RAMP FLARES SHOULD BE ROUNDED.
 - VERTICAL DROP-OFF EDGES TO RAMP SHALL NOT BE USED. 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.
 - RAMP SHALL IN ALL CASES DIRECT USERS INTO THE CROSSWALK.
 - WHERE POSSIBLE, SIDEWALK RAMP AND FLARE SHOULD BE LOCATED OUTSIDE THE DIRECT LINE OF TRAVEL MOST LIKELY TO BE USED BY THE VISUALLY IMPAIRED.
 - SIDEWALK RAMP MUST NOT BE LOCATED WHERE THEIR USE IS PREVENTED BY SIGNS, POLES, PLANTERS, MAIL BOXES, ETC.
 - SIDEWALK RAMP SHOULD NOT BE LOCATED WHERE USER DROPPED INLET GRATES, MANHOLE COVERS OR OTHER OBJECTS ARE LOCATED.
 - CURB DRAINAGE SHOULD BE CONSTRUCTED SO AS TO PREVENT FLOW OF WATER PAST THE SIDEWALK RAMP.
 - WHERE CURB CORNER RADIUS EXCEEDS 25', TWO SIDEWALK RAMP FLARES ARE RECOMMENDED IN PREFERENCE TO A SINGLE RAMP.
 - JOINTS WILL BE CONSTRUCTED IN ACCORDANCE WITH SUBSECTION 605.02, VERMONT DEPARTMENT OF TRANSPORTATION. HOWEVER, EXPANSION JOINTS WITHIN THE SIDEWALK SHALL BE AVOIDED WHEREVER POSSIBLE.



- NOTES:**
- ALL SIDEWALK RAMP 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 24" IN LENGTH, THE WIDTH OF THE RAMP AND BE DETECTABLE 3' FROM THE CURB OF ROADWAY.
 - APPROVED TEXTURE SHALL BE AS FOLLOWS:
A. EXPOSED AGGREGATE SHALL BE MADE SO ROUGH AS TO AFFECT WHEEL CHAIR OPERATION.
B. CONCRETE WASHBOARD FINISH SHALL BE STRUCK WITH THE TYPICAL GROOVE 1/8" (1/16") DEEP.
C. THERMOPLASTIC STRIP SHALL BE APPLIED TO 3/16" THICK.
 - CHOICE OF TEXTURE SHALL BE AT THE CONTRACTOR'S DISCRETION SUBJECT TO THE APPROVAL OF THE VERMONT AGENCY OF TRANSPORTATION. PROJECT IN ALL CASES, THE NECESSARY MATERIALS, TOOL LABOR, SHALL BE CONSIDERED THE SIDEWALK PAY ITEM.

CORRECTIONS AND REVISIONS

APPROVED: AUG 07 1980
DATE

S. J. Gage
DIRECTOR OF ENGINEERING AND CONSTRUCTION

Arthur J. Goss
CHIEF OF DESIGN

John P. Jones
TRANSPORTATION DESIGN ENGINEER

SIDEWALK RAMPS



STANDARD
C-3