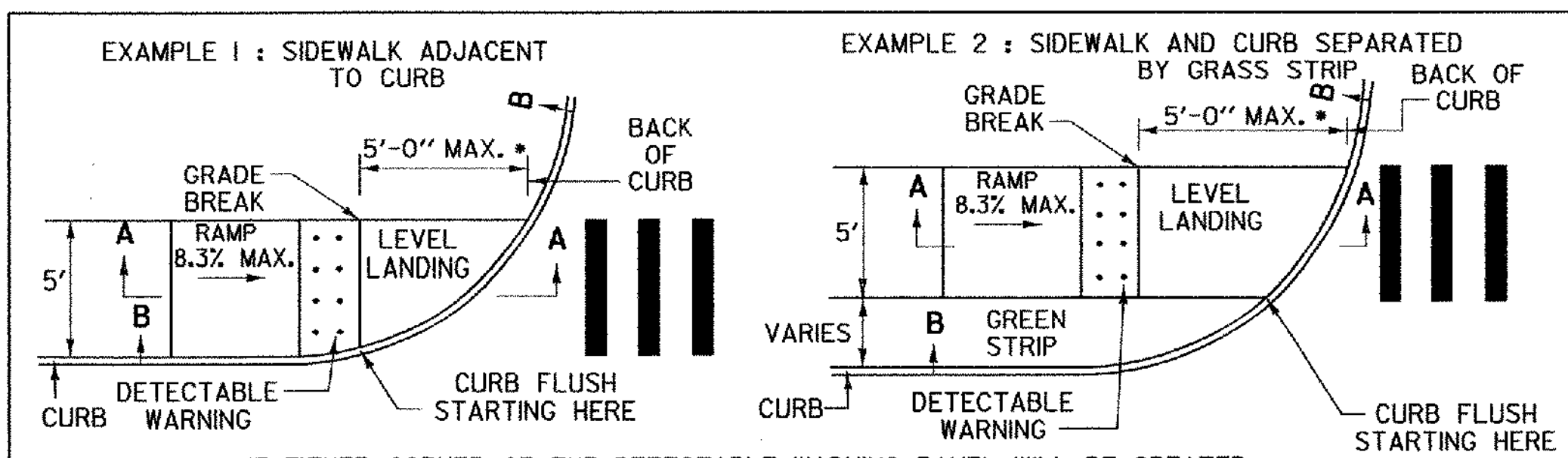
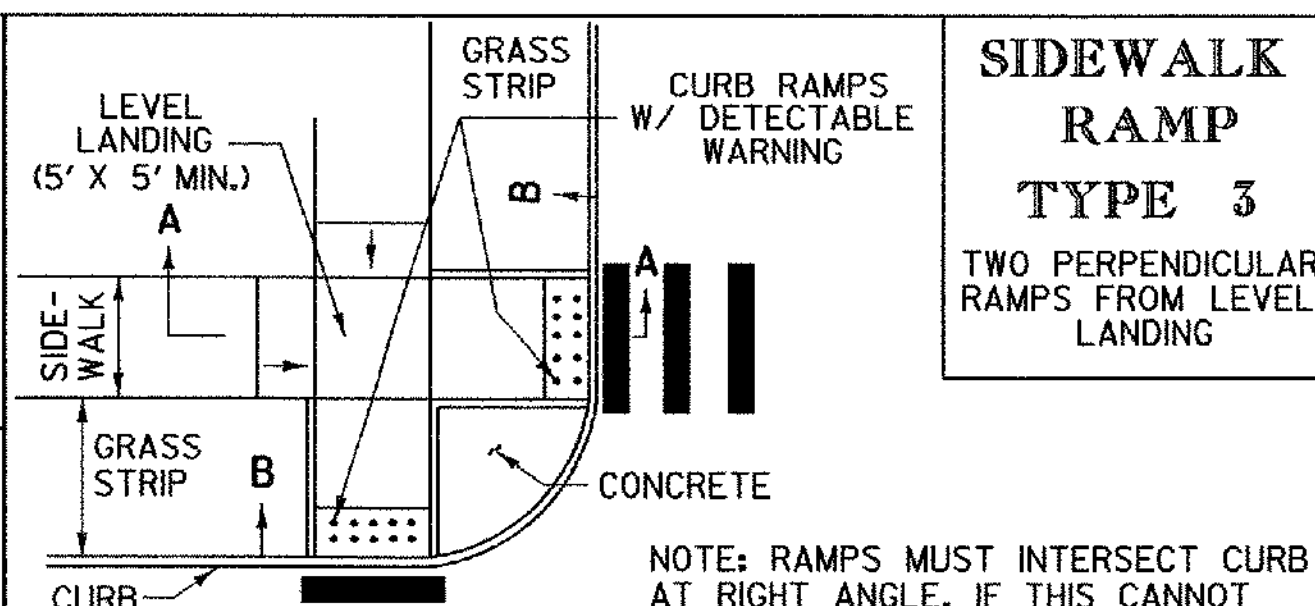
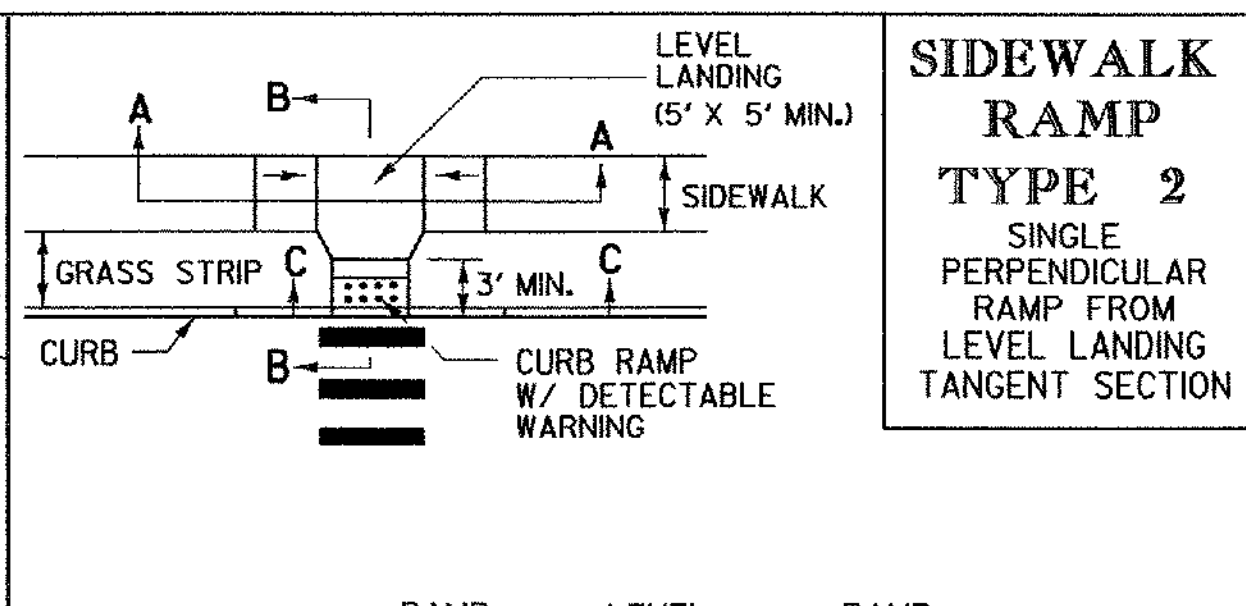




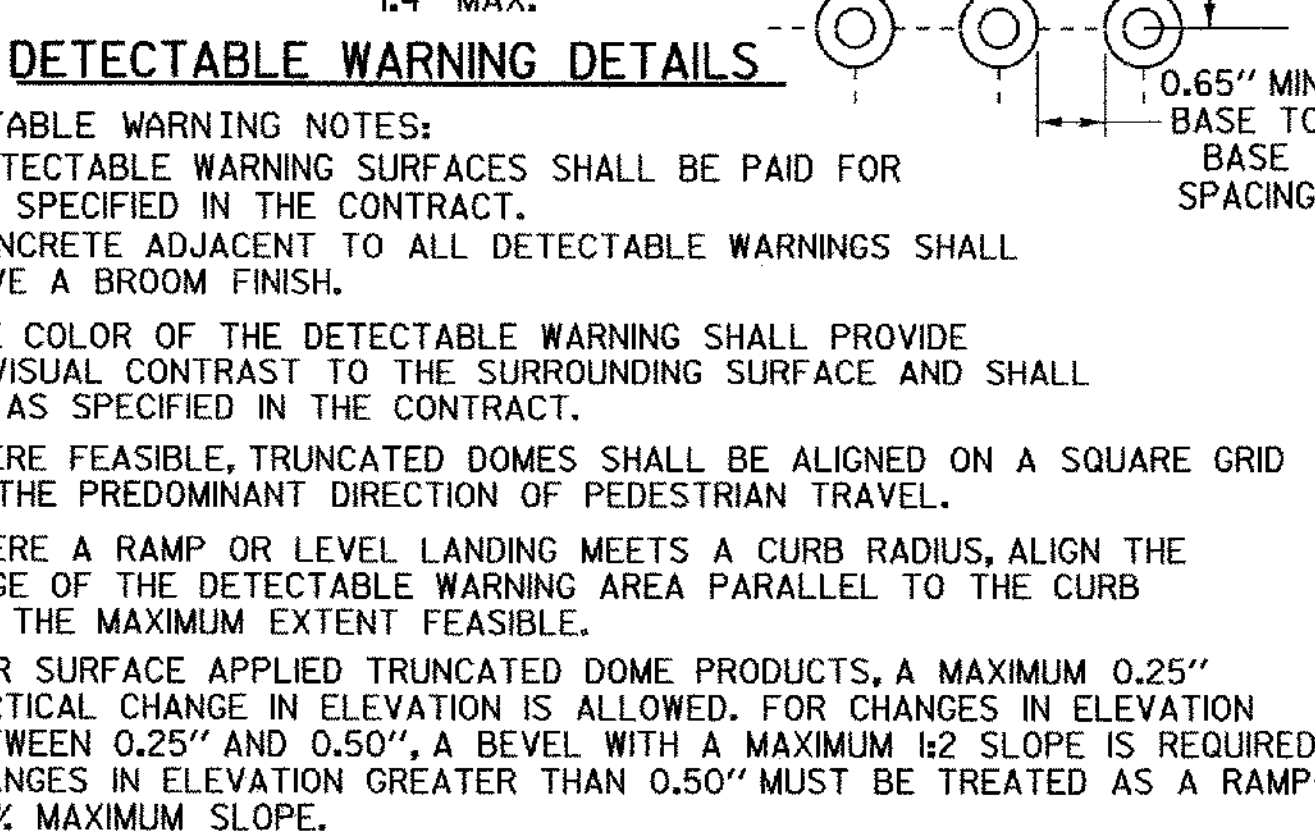
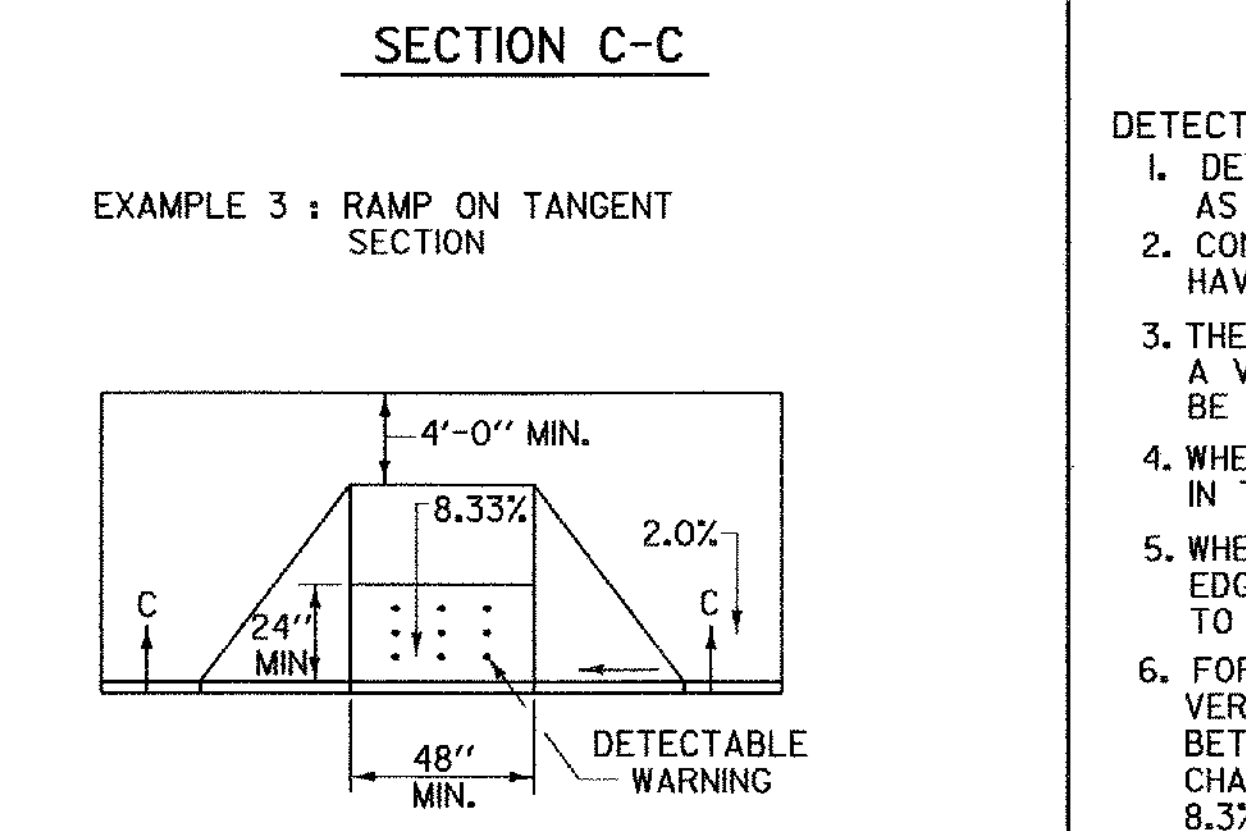
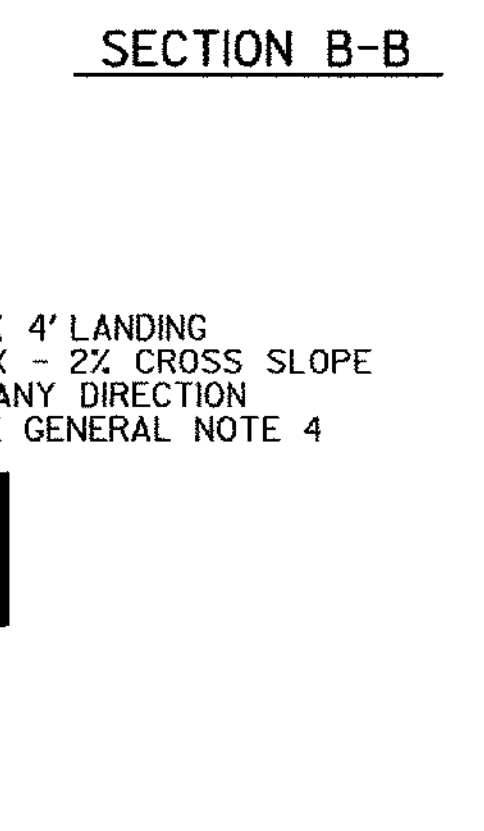
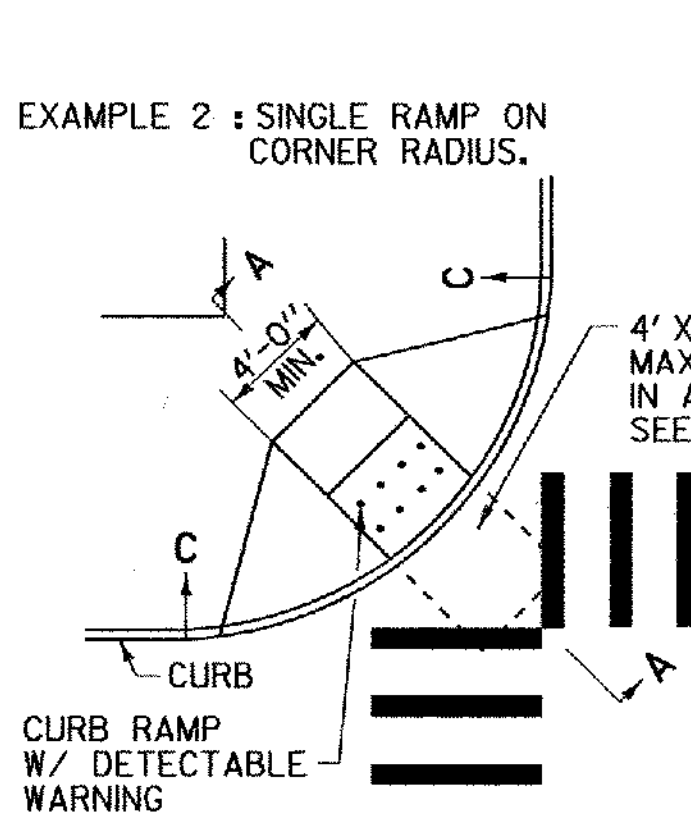
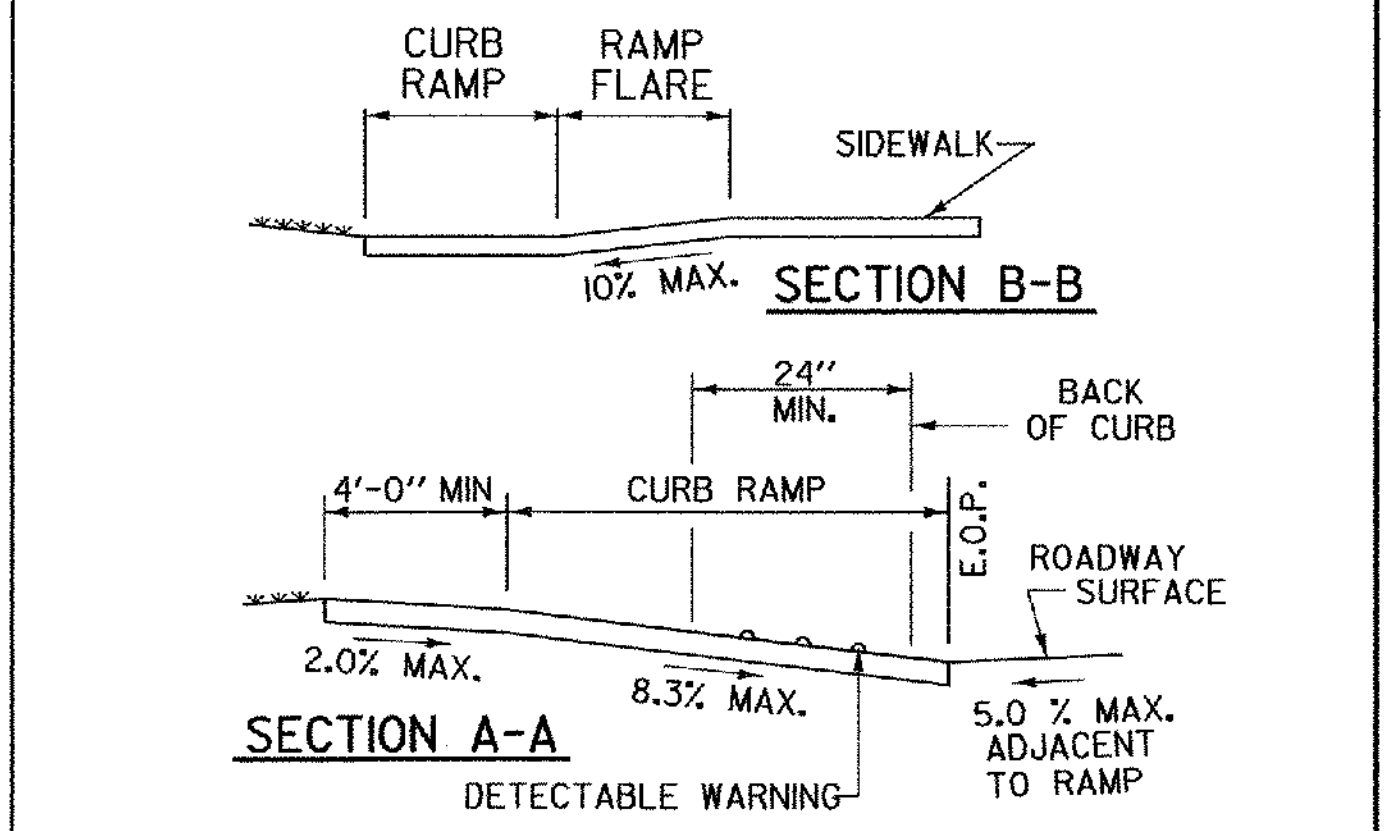
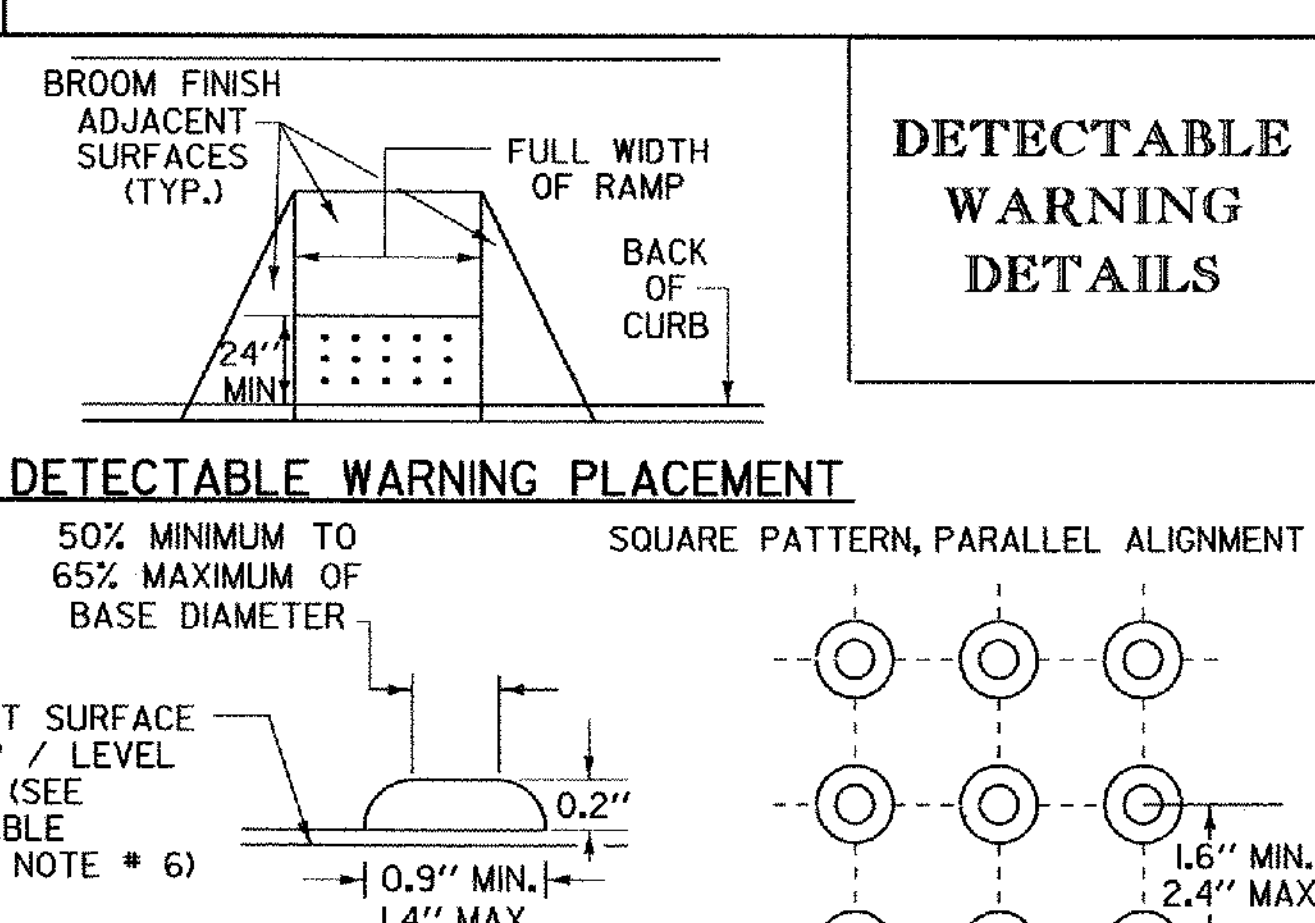
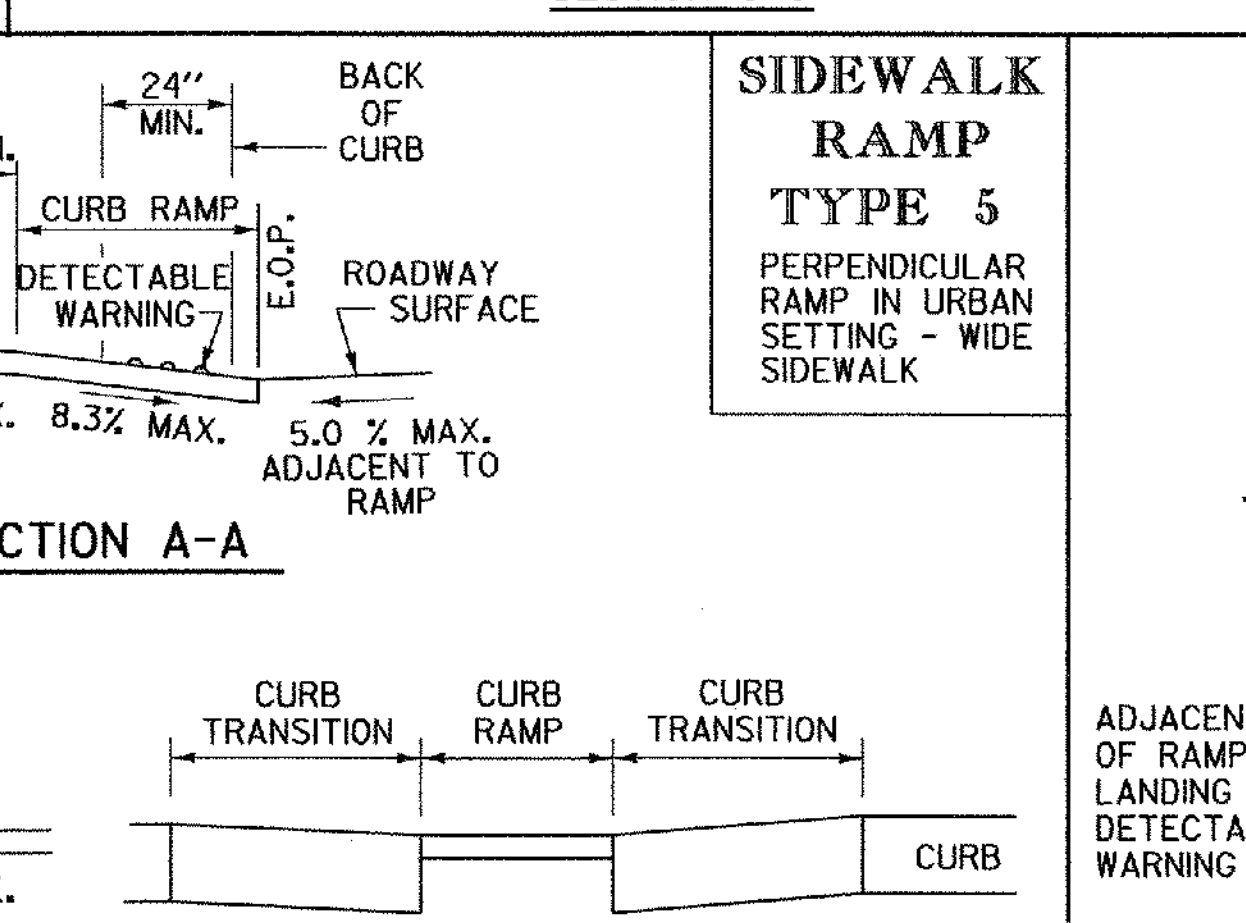
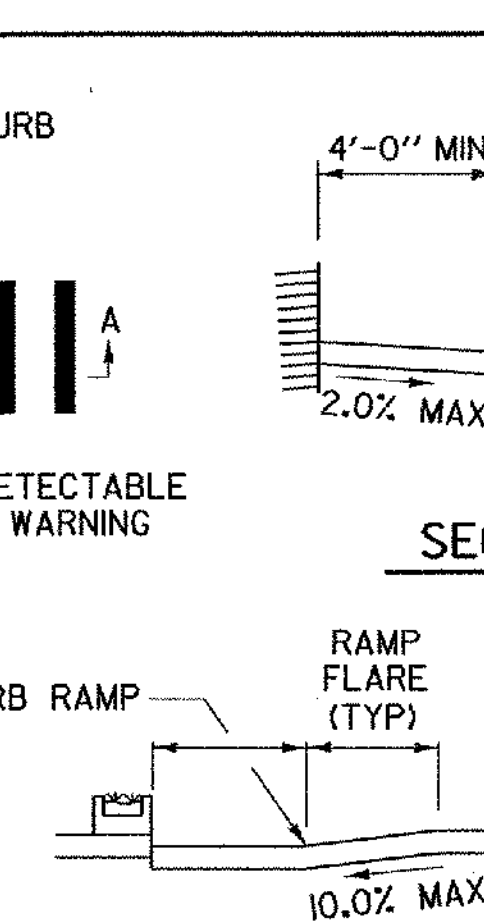
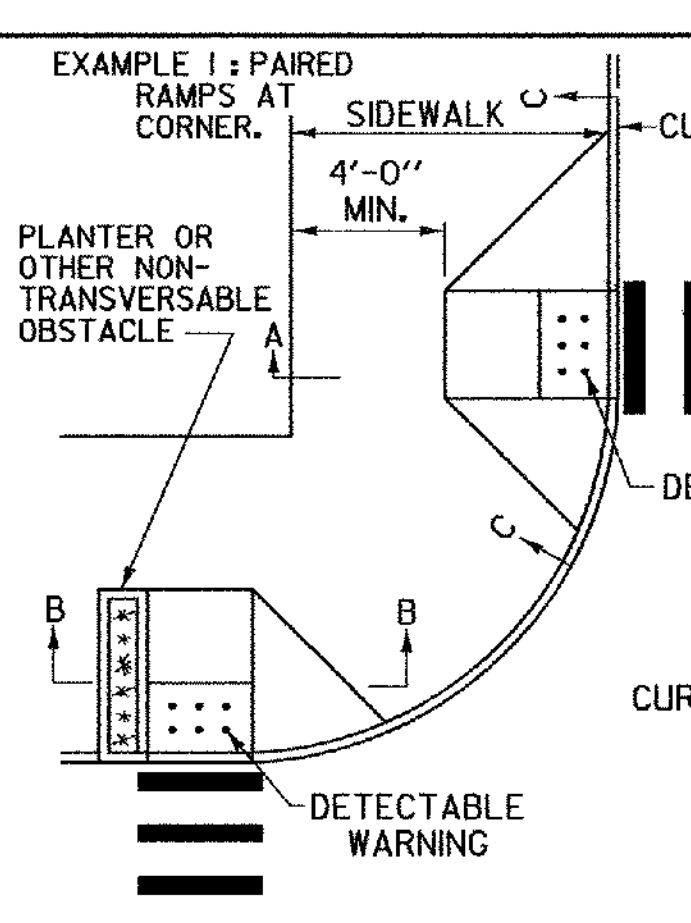
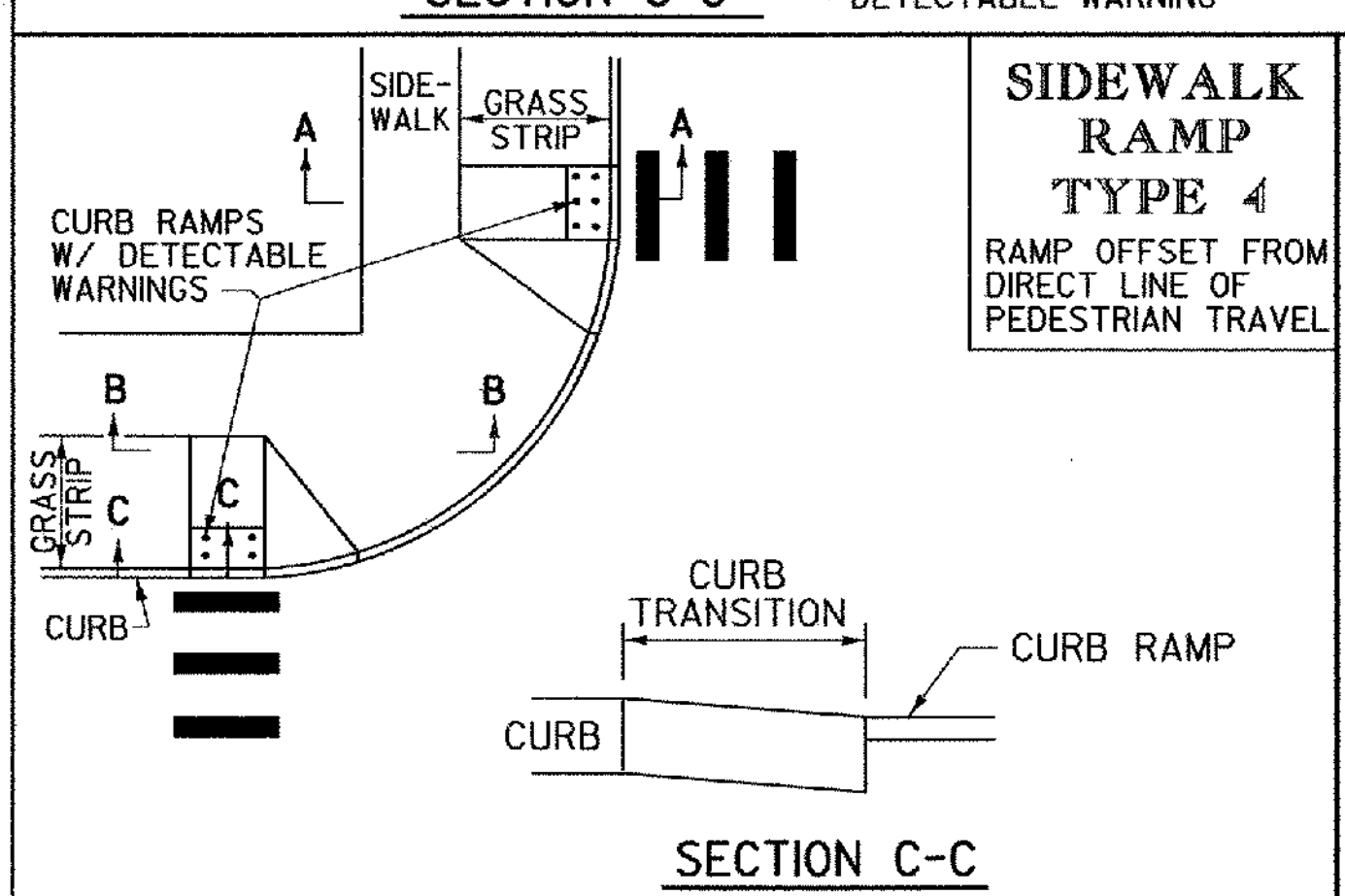
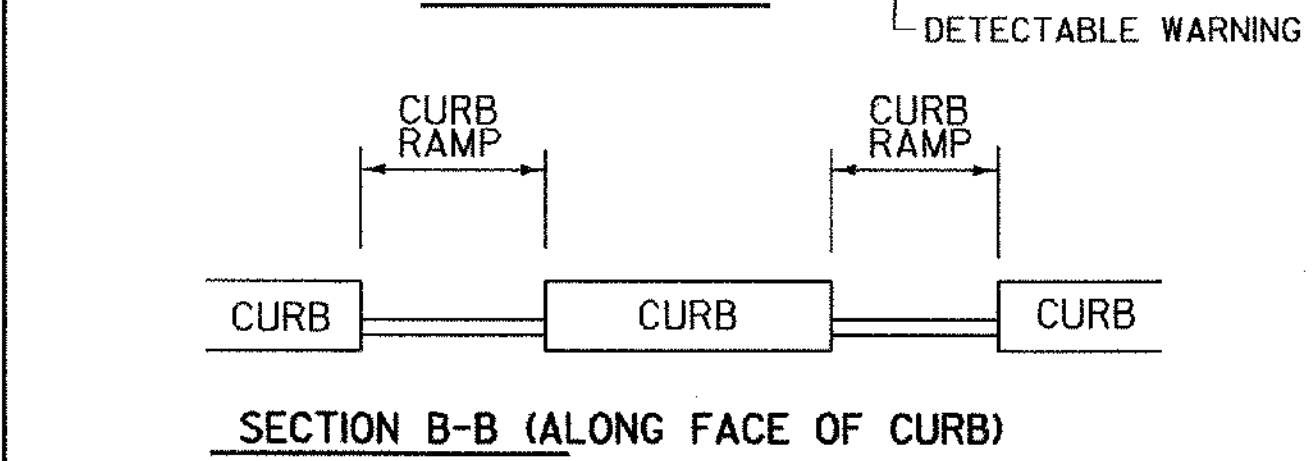
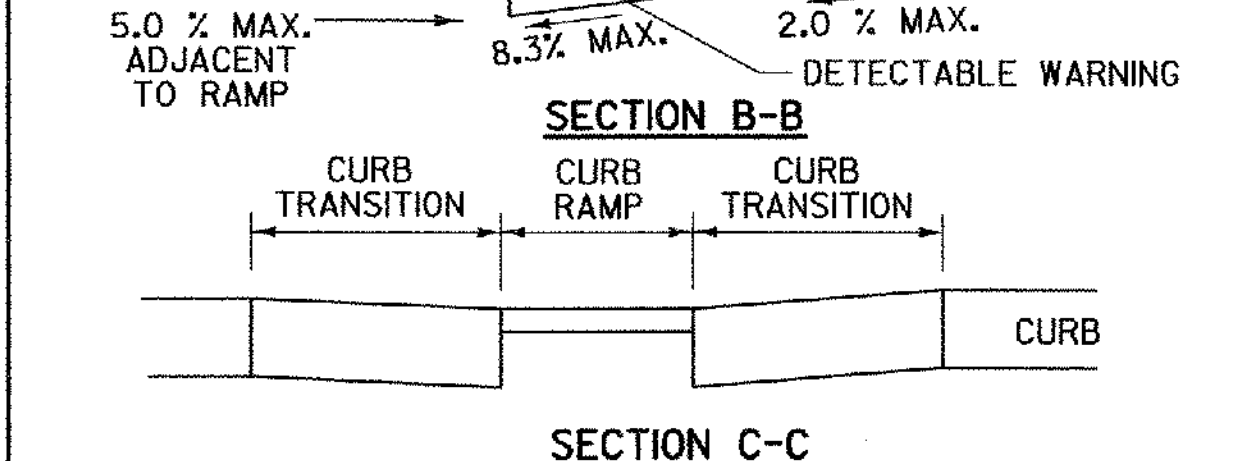
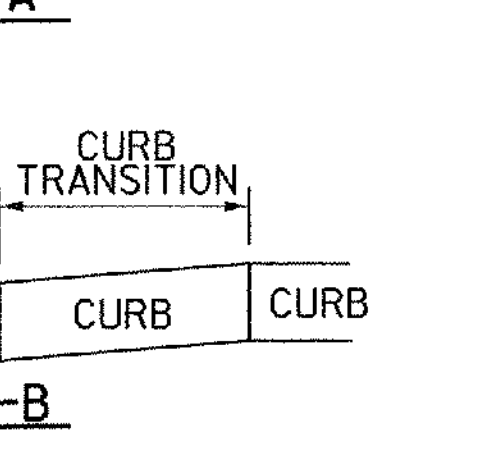
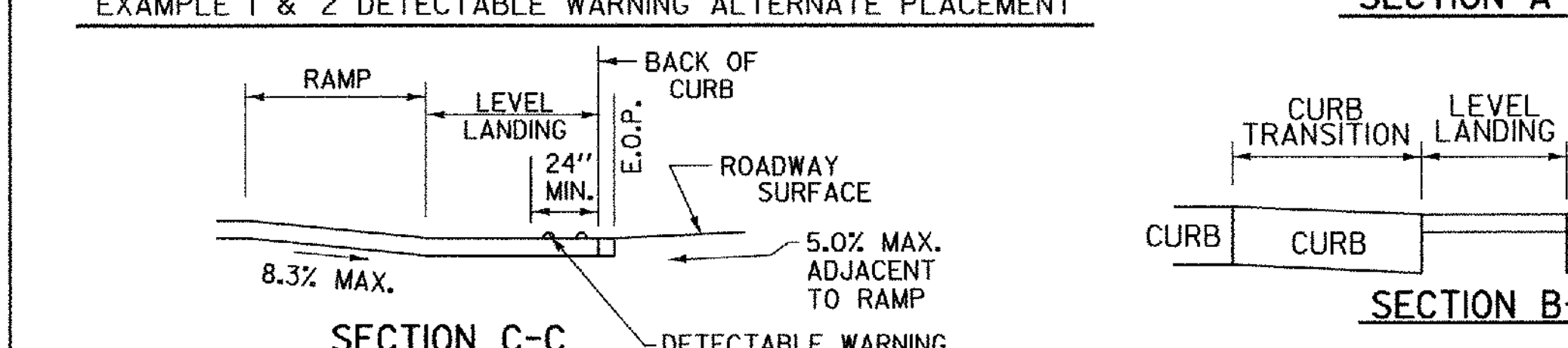
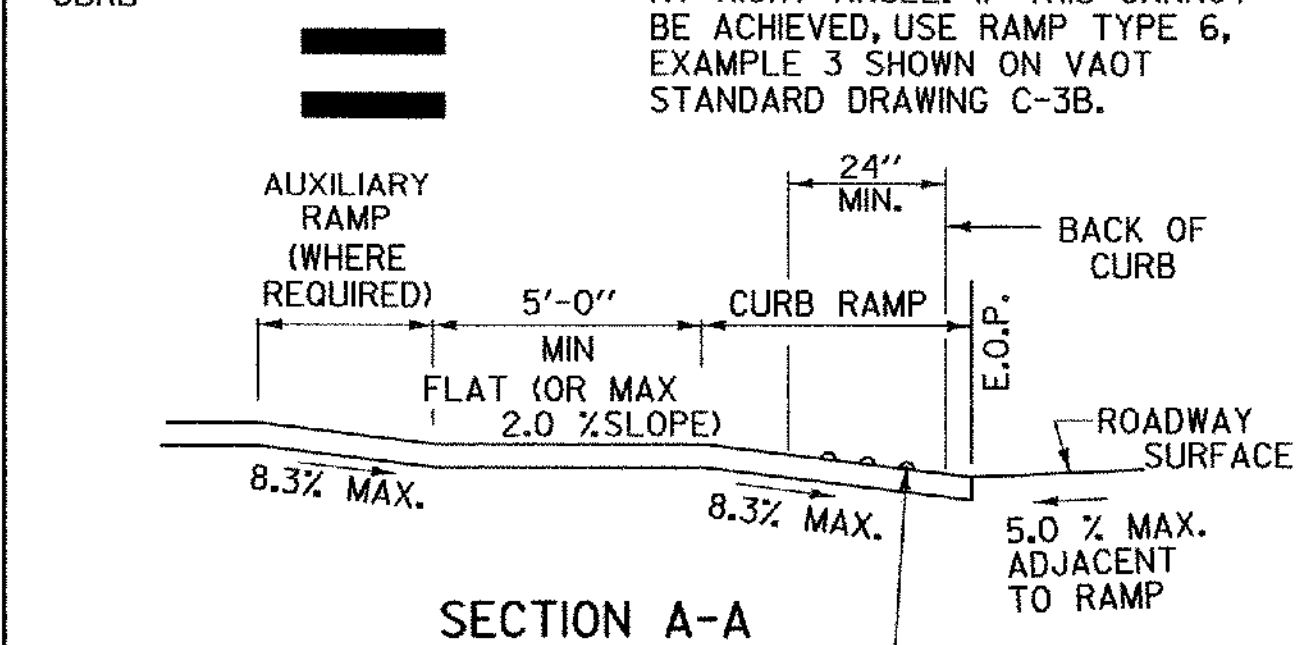
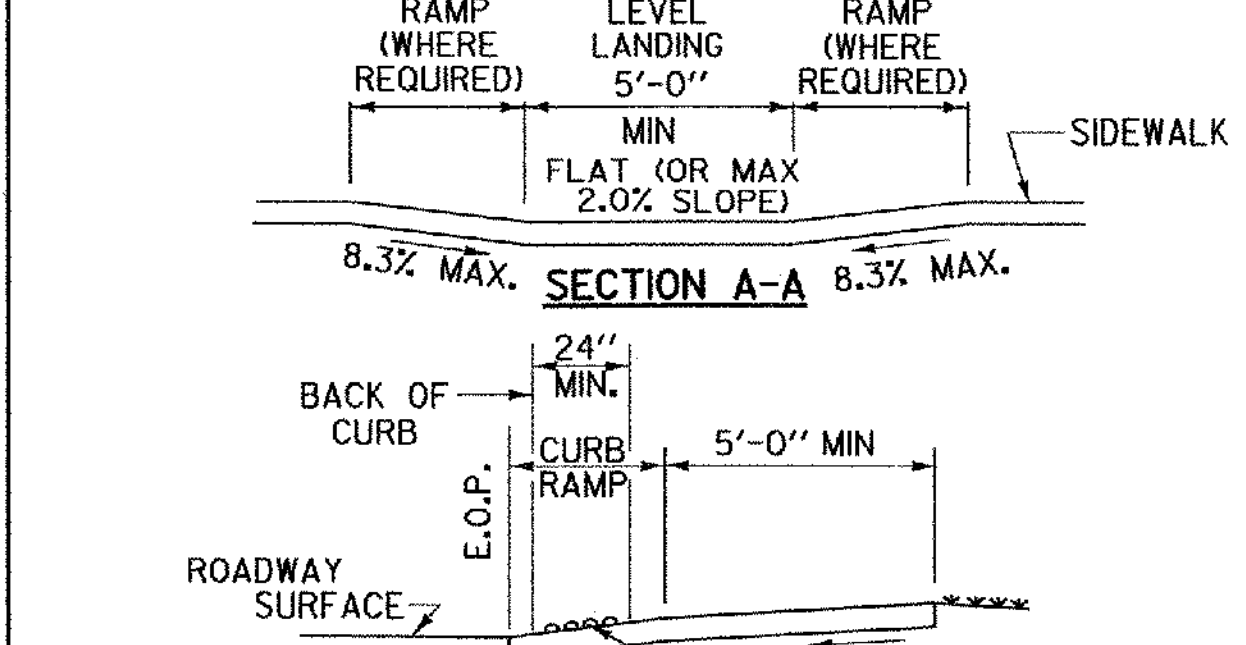
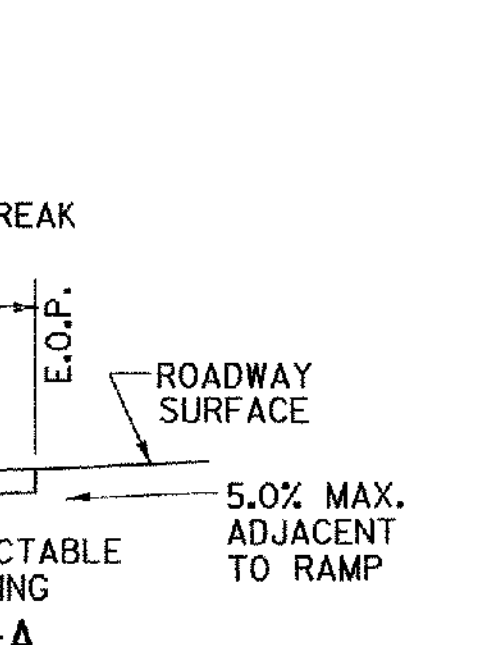
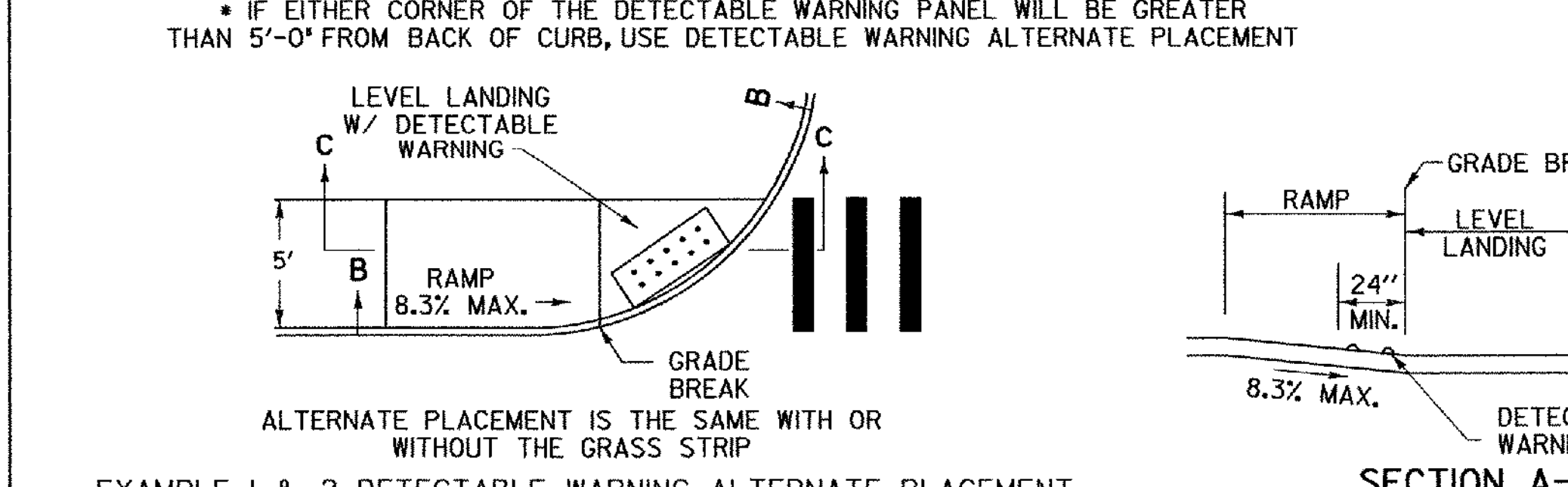
SIDEWALK RAMP TYPE 1

SINGLE WALK-STRAIGHT APPROACH TO PARALLEL RAMP.



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. (ON LOW SIDE OF DRIVES AND INTERSECTING SIDE STREETS, RAMP SHALL SLOPE TOWARDS DRIVE OR SIDE STREET @ 2%.)
- NOMINAL RAMP DIMENSIONS AND GRADES:
RAMP WIDTH - 4'-0" MINIMUM
RAMP SLOPE - 8.3% MAXIMUM
FLARE SLOPE - 10% MAXIMUM
RAMP CROSS SLOPE - 2.0% MAXIMUM
- A LEVEL LANDING (NO GREATER THAN 2.0% SLOPE IN ANY DIRECTION) SHALL BE PROVIDED AT THE TOP OF SIDEWALK RAMP TO ALLOW FOR STOPPING AND MANEUVERING OF WHEELCHAIRS.
- LEVEL LANDINGS (NO GREATER THAN 2.0% SLOPE IN ANY DIRECTION) AT THE BOTTOM OF PERPENDICULAR RAMP SHALL BE WHOLLY CONTAINED WITHIN MARKED CROSSWALKS.
- DUMMY JOINTS SHALL BE PROVIDED AT TRANSITIONS (GRADE CHANGES) AT TOPS AND BOTTOMS OF RAMP AND FLARES.
- VERTICAL DROP-OFF EDGES TO RAMP 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.
- AT MARKED CROSSWALKS, THE FULL WIDTH OF THE RAMP OR LANDING SHALL BE CONTAINED WITHIN THE PAVEMENT MARKINGS.
- WHERE POSSIBLE, RAMP FLARES SHOULD BE LOCATED OUTSIDE THE DIRECT LINE OF TRAVEL MOST LIKELY TO BE FOLLOWED BY THE VISUALLY IMPAIRED.
- SIGNS, POLES, PLANTERS, MAILBOXES, ETC. SHALL NOT BE LOCATED WHERE THEY WILL INTERFERE WITH THE USE OF SIDEWALK RAMP.
- WHERE POSSIBLE, SIDEWALK RAMP 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 ADA REQUIREMENTS.
- CURB DRAINAGE SHOULD BE CONSTRUCTED SO AS TO PRECLUDE THE FLOW OF WATER PAST THE SIDEWALK RAMP.
- WHEREVER FEASIBLE, TWO SIDEWALK RAMP 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.
- SIDEWALKS THAT ARE LESS THAN 5' WIDE REQUIRE 5' WIDE BY 5' LONG PASSING AREAS (NO GREATER THAN 2.0% CROSS SLOPE) AT INTERVALS NOT TO EXCEED 200 FEET.
- E.O.P. = EDGE OF PAVEMENT
- THE PUBLIC SIDEWALK CURB RAMP STANDARDS DEPICTED HERE MAY NOT BE APPROPRIATE FOR ALL LOCATIONS. FIELD CONDITIONS AT INDIVIDUAL LOCATIONS MAY REQUIRE SPECIFIC DESIGNS. DESIGNS MUST BE CONSISTENT WITH THE PROVISIONS OF THIS SHEET TO THE MAXIMUM EXTENT FEASIBLE ON ALTERATION PROJECTS AND WHEN STRUCTURALLY PRACTICABLE ON NEW CONSTRUCTION PROJECTS AS REQUIRED BY THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES.



REVISIONS AND CORRECTIONS

FEB. 2, 2004 - DATE OF ORIGINAL ISSUE

SEPT. 1, 2004 - MINOR REVISIONS TO COMPLY WITH ADAAG

MAR. 10, 2008 - MINOR REVISIONS TO COMPLY WITH ADA STANDARDS

APPROVED

Alan E. Dureau
LOCAL TRANSPORTATION FACILITIES PROGRAM MANAGER

Mark D. Kiehl
DIRECTOR OF PROGRAM DEVELOPMENT

Mark D. Kiehl
FEDERAL HIGHWAY ADMINISTRATION

SIDEWALK RAMPS

VERMONT AGENCY OF TRANSPORTATION

STANDARD C-3A