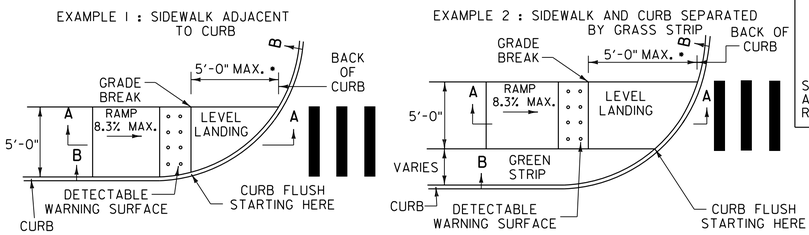
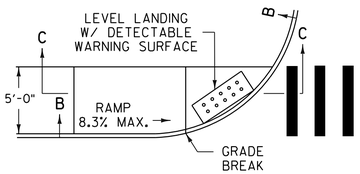
SIDEWALK RAMP TYPE 1

SINGLE WALK-STRAIGHT APPROACH TO PARALLEL RAMP.

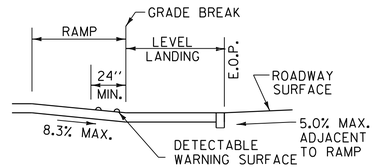


• IF EITHER CORNER OF THE DETECTABLE WARNING SURFACE WILL BE GREATER THAN 5'-0" FROM BACK OF CURB, USE DETECTABLE WARNING SURFACE ALTERNATE PLACEMENT

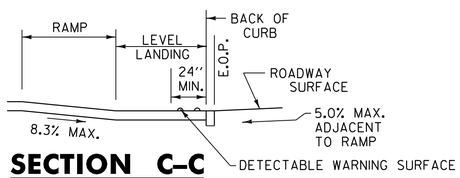


ALTERNATE PLACEMENT IS THE SAME WITH OR WITHOUT THE GRASS STRIP. SEE NOTE 18.

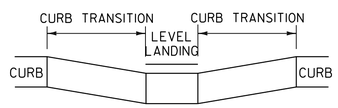
ALTERNATIVE PLACEMENT



SECTION A–A



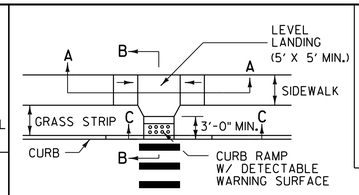
SECTION C–C

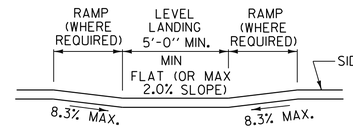


SECTION B–B

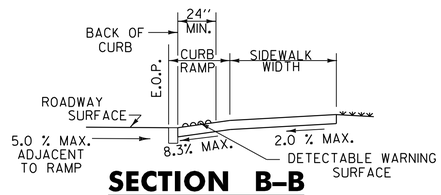
SIDEWALK RAMP TYPE 2

SINGLE PERPENDICULAR RAMP FROM LEVEL LANDING TANGENT SECTION

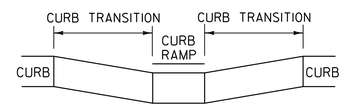




SECTION A–A



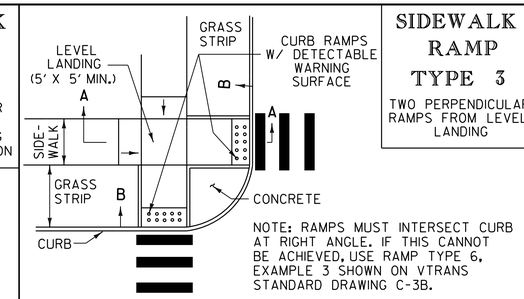
SECTION B–B



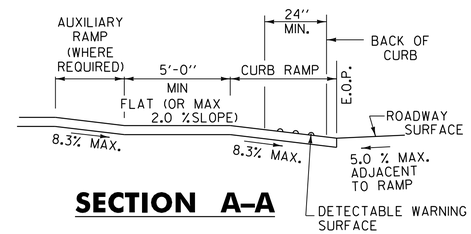
SECTION C–C

SIDEWALK RAMP TYPE 3

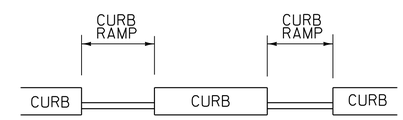
TWO PERPENDICULAR RAMPS FROM LEVEL LANDING



NOTE: RAMPS MUST INTERSECT CURB AT RIGHT ANGLE. IF THIS CANNOT BE ACHIEVED, USE RAMP TYPE 6, EXAMPLE 3 SHOWN ON VTRANS STANDARD DRAWING C-3B.



SECTION A–A



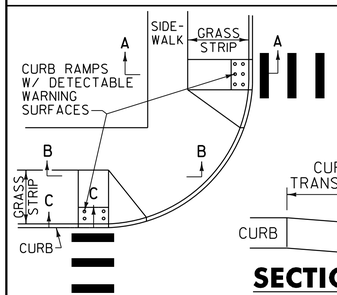
SECTION B–B

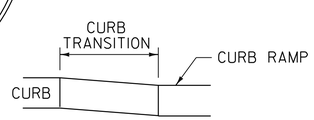
GENERAL NOTES:

1. THE DIMENSIONS AND GRADES SHOWN ON THIS STANDARD SHALL BE ADHERED TO IN THE DESIGN AND THE CONSTRUCTION OF SIDEWALK RAMPS. WHERE SIDEWALKS RUN ADJACENT TO ROADWAYS ON STEEP (5.0% OR GREATER) GRADES, RAMP GRADES SHALL BE AS FLAT AS POSSIBLE. (ON LOW SIDE OF DRIVES AND INTERSECTING SIDE STREETS, RAMPS SHALL SLOPE TOWARDS DRIVE OR SIDE STREET @ 2.0%).
2. NOMINAL RAMP DIMENSIONS AND GRADES:
   RAMP WIDTH - 4'-0" MINIMUM
   RAMP SLOPE - 8.3% MAXIMUM
   FLARE SLOPE - 10.0% MAXIMUM
   RAMP CROSS SLOPE - 2.0% MAXIMUM
3. A LEVEL LANDING (NO GREATER THAN 2.0% SLOPE IN ANY DIRECTION) SHALL BE PROVIDED AT THE TOP OF SIDEWALK RAMPS TO ALLOW FOR THE STOPPING AND MANEUVERING OF WHEELCHAIRS.
4. LEVEL LANDINGS (NO GREATER THAN 2.0% SLOPE IN ANY DIRECTION) AT THE BOTTOM OF PERPENDICULAR RAMPS SHALL BE WHOLLY CONTAINED WITHIN MARKED CROSSWALKS.
5. DUMMY JOINTS SHALL BE PROVIDED AT TRANSITIONS (GRADE CHANGES) AT TOPS AND BOTTOMS OF RAMPS AND FLARES.
6. VERTICAL DROP-OFF EDGES TO RAMPS SHALL NOT BE BUILT UNLESS THE RAMP ABUTS AN AREA WHICH WILL NOT BE USED BY PEDESTRIANS.
7. A 0.25" REVEAL SHALL REMAIN ON CURBING AT THE BOTTOM OF CURB RAMPS TO PREVENT PONDING AND BE BEVELED TO A SLOPE NO STEEPER THAN 1:2.
8. AT MARKED CROSSWALKS, THE FULL WIDTH OF THE RAMP OR LANDING SHALL BE CONTAINED WITHIN THE PAVEMENT MARKINGS.
9. WHERE POSSIBLE, RAMP FLARES SHOULD BE LOCATED OUTSIDE THE DIRECT LINE OF TRAVEL MOST LIKELY TO BE FOLLOWED BY THE VISUALLY IMPAIRED.
10. SIGNS, POLES, PLANTERS, MAILBOXES, ETC. SHALL NOT BE LOCATED WHERE THEY WILL INTERFERE WITH THE USE OF SIDEWALK RAMPS.
11. 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 ADA REQUIREMENTS.
12. CURB DRAINAGE SHOULD BE CONSTRUCTED SO AS TO PRECLUDE THE FLOW OF WATER PAST THE SIDEWALK RAMP.
13. WHEREVER FEASIBLE, TWO SIDEWALK RAMPS ARE RECOMMENDED IN PREFERENCE TO A SINGLE RAMP.
14. JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH CURRENT SIDEWALK SPECIFICATIONS. EXPANSION JOINTS WITHIN THE SIDEWALK RAMP AREA SHALL BE AVOIDED WHEREVER POSSIBLE.
15. SIDEWALKS THAT ARE LESS THAN 5' WIDE REQUIRE 5' WIDE BY 5' LONG PASSING AREAS (NO GREATER THAN A 2.0% CROSS SLOPE) AT INTERVALS NOT TO EXCEED 200 FEET.
16. E.O.P. = EDGE OF PAVEMENT.
17. 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 U.S. ACCESS BOARD PUBLIC RIGHTS-OF-WAY GUIDELINES.
18. ATLERNATIVE PLACEMENT SHOWN IN TYPE 1 SHALL ONLY BE USED WHEN NECESSARY. OTHER ALTERNATIVES SHOWN ARE PREFERRED.

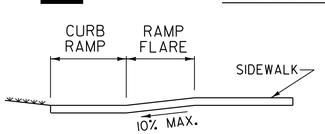
SIDEWALK RAMP TYPE 4

RAMP OFFSET FROM DIRECT LINE OF PEDESTRIAN TRAVEL

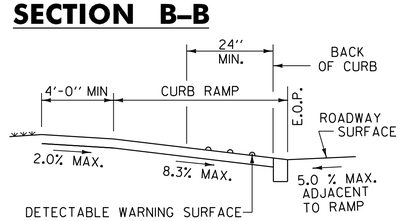




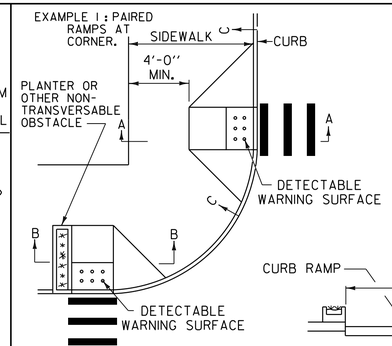
SECTION C–C

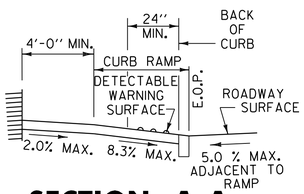


SECTION B–B

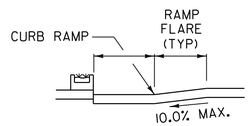


SECTION A–A

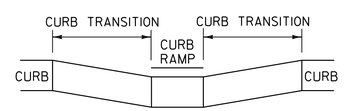




SECTION A–A

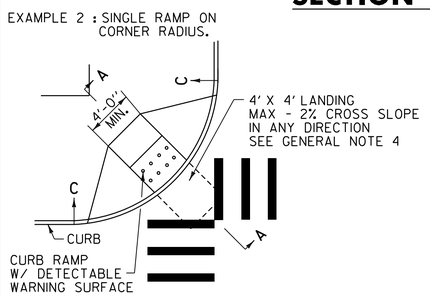


SECTION B–B

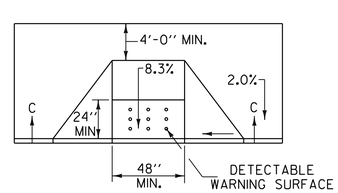


SECTION C–C

EXAMPLE 2 : SINGLE RAMP ON CORNER RADIUS.



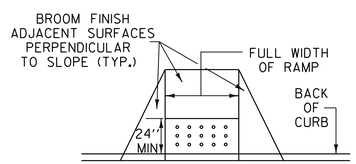
EXAMPLE 3 : RAMP ON TANGENT SECTION



SIDEWALK RAMP TYPE 5

PERPENDICULAR RAMP IN URBAN SETTING - WIDE SIDEWALK

DETECTABLE WARNING SURFACE DETAILS



NOTES:

1. CONCRETE ADJACENT TO ALL DETECTABLE WARNING SURFACE SHALL HAVE A BROOM FINISH. ANY CONCRETE BORDER SHALL NOT EXCEED TWO INCHES.
2. THE COLOR OF THE DETECTABLE WARNING SURFACE SHALL PROVIDE A VISUAL CONTRAST TO THE SURROUNDING SURFACE AND SHALL BE AS SPECIFIED IN THE CONTRACT.
3. TRUNCATED DOMES SHALL BE ALIGNED IN A SQUARE OR RADIAL GRID PATTERN IN THE PREDOMINANT DIRECTION OF PEDESTRIAN TRAVEL.
4. WHERE A RAMP OR LEVEL LANDING MEETS A CURB RADIUS, ALIGN THE EDGE OF THE DETECTABLE WARNING SURFACE PARALLEL TO THE CURB TO THE MAXIMUM EXTENT FEASIBLE.
5. FOR SURFACE APPLIED TRUNCATED DOME PRODUCTS, A MAXIMUM 0.25" VERTICAL CHANGE IN ELEVATION IS ALLOWED. FOR CHANGES IN ELEVATION BETWEEN 0.25" AND 0.50", A BEVEL WITH A MAXIMUM 1:2 SLOPE IS REQUIRED. CHANGES IN ELEVATION GREATER THAN 0.50" MUST BE TREATED AS A RAMP - 8.3% MAXIMUM SLOPE.
6. IF THE DETECTABLE WARNING SURFACE IS GREATER THAN 5' FROM THE BACK OF CURB, IT MUST BE LOCATED ON THE LEVEL LANDING AS CLOSE TO THE CURB AS POSSIBLE.
7. DETECTABLE WARNING SURFACES ARE NOT REQUIRED ON CURB RAMPS AND BLENDED TRANSITIONS USED EXCLUSIVELY TO CONNECT PASSENGER LOADING ZONES, ACCESSIBLE PARALLEL ON-STREET PARKING SPACES AND ACCESS AISLES FOR PERPENDICULAR AND ANGLED PARKING SPACES TO PEDESTRIAN ACCESS ROUTES.

REV.	DATE	DESCRIPTION
0	FEB. 02, 2004	ORIGINAL APPROVAL
3	JUN. 27, 2017	MINOR REVISIONS TO COMPLY WITH PROWAG
4	APR. 07, 2020	CORRECT SPELLING
5	FEB. 17, 2022	MINOR NOTE REVISIONS FOR DRAINAGE
6	JUN. 24, 2025	NOTE AND DETAIL REVISIONS

OTHER STANDARDS REQUIRED: C-2A, C-2B, C-3A, C-10

APPROVALS ON FILE WITH VTRANS STANDARD DRAWING COMMITTEE

SIDEWALK RAMPS

VTrans Working to Get You There VERMONT AGENCY OF TRANSPORTATION

STANDARD C-3A