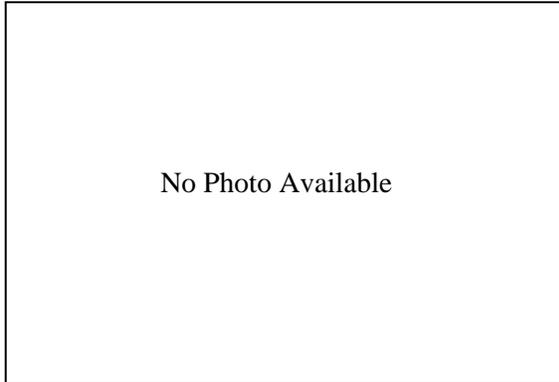


Best Practice: Concrete Inspection Ramps



Category:	Access Control
Location:	Cesme, Turkey
Date Observed:	February, 2005
POC:	N/A
WWW:	N/A

Description: The port has built a pair of 24-inch high poured concrete ramps with a recessed space between them to better facilitate the manual inspection of the underside of vehicles. Vehicles drive up the ramp from one side and stop on the flat portion of the raised concrete ramps. A facility inspector can walk down steps and beneath the vehicle to look at the underside and search for suspicious packages. When the inspection is complete, the vehicle drives forward, down ramps on the far side of the structure.

Discussion: There are various ways to inspect the underside of vehicles; with mirrors, cameras, or other tools. Each inspection method offers different advantages. An inspector physically standing beneath a vehicle looking directly at the underside provides the best and most accurate view. An alternative approach would be to cut a deeper recessed trench in the roadway for an inspector to climb down, without requiring the vehicle to drive up concrete ramps at all. This would eliminate the possibility of a vehicle driving off the ramps. The advantage of using the ramps over simply cutting a trench in the road is that it is easier for inspectors walking around the elevated vehicle to see under the outside edges of the vehicle, as well as get beneath the center of the vehicle.

Potential Downside: If the ramps are not properly constructed with a lip (steel or concrete) at the inside edge of each ramp, it is possible for a vehicle to be driven off the side of the ramp, causing extensive damage or injury.

Conclusion: In most places, concrete construction is relatively inexpensive. This approach to vehicle underside inspection is highly effective and durable, with no ongoing maintenance or repair costs.

Cost: Approximately \$2,000 (USD) to construct one pair of ramps. No cost to maintain.