

# Memorandum

To: Users of Curb Ramp Evaluation Tool  
 From: Matheu J. Carter, P.E., Municipal Engineering Circuit Rider  
 Date: November 3, 2014  
 Re: Curb Ramp Evaluation Tool

The Delaware T<sup>2</sup>/LTAP Center adapted other inventory and evaluation sheets to create this Excel spreadsheet and it is best used for small street networks. It is not inclusive of all Americans with Disabilities Act (ADA) requirements for curb ramps, but it includes what most consider the basics for minimal compliance.

Americans with Disabilities Act									
Curb Ramp Evaluation									
Agency/Jurisdiction:	Accessville, Delaware								
Evaluator(s):	Gern Blanton								
Evaluation Date:	11/3/2014								
Primary Street:	Second Street								
Secondary, Intersecting Street:	Phillips Street								
	Corner	Corner	Corner	Corner	Corner	Corner	Corner	Corner	Notes
Corner description	NW	NW	NE	NE	SE	SE	SW	SW	
Constructed (before/after 1/26/1992)	After	After	After	After	After	After			
Curb ramp present? (if No or N/A, leave rest blank)	Yes	Yes	Yes	Yes	No	No	N/A	N/A	SW no sidewalk either direction
CR ramp width	<36"	<36"	≥36"	≥48"	≥36"	≥36"			
CR ramp running slope	≤8.33%	≤8.33%	≤8.33%	≤8.33%	>8.33%	>8.33%			SE CR 10.7%
CR ramp cross slope	≤2.0%	>2.0%	>2.0%	≤2.0%	≤2.0%	≤2.0%			NE CR 2.2%
CR gutter slope	≤5.0%	≤5.0%	≤5.0%	≤5.0%	≤5.0%	≤5.0%			SW gutter 6%
Transitions on/off CR	Flush	>¼"	>¼"	Flush	>¼"	>¼"			SE sidewalk heaved
Detectable warnings (full width of CR, 24" deep)?	Yes	Yes	No	No	Yes	Yes			NE 18" deep
Can CR be blocked by legally parked vehicles?	No	Yes	Yes	No	No	No			NE CR opens to disabled parking
Turning space (top of ramp), minimum dimension	<36"	<36"	≥36"	≥48"	≥48"	≥48"			NW large area but >2%
Does CR have flared sides?	Yes	Yes	No	No	Yes	Yes			
Yes? If "top" sidewalk width ≥48", flare <10%?	Yes	Yes							
Yes? If "top" sidewalk width <48", flare <8.33%?					No	No			
No? Is there obstruction or grass discouraging pedestrians from traveling across the ramp?			Yes	Yes					
Is CR built up to curb (i.e., constructed on traffic side of curb)?	No	No	No	No	Yes	Yes			
Yes? Is it outside the path of cars?					Yes	Yes			
Is the cross walked marked with pavement markings?	Yes	Yes	Yes	Yes	Yes	Yes			
Yes? Is the CR ramp contained within the markings?	Yes	No	No	Yes	Yes	Yes			
Yes? If corner-type (diagonal ramp), is bottom landing (Clear Space) ≥48" and contained within crosswalk?					No	No			Clear space <48"

The spreadsheet consists of several tools, not all of which will be used by everyone:

## Field Sheet

The first sheet or page of the spreadsheet is intended for use in the field to collect information on up to eight curb ramps at an intersection (two each corner). Simply print out the sheet and make as many copies as you need. It is formatted to fit on one 8½"x11" sheet, but if it is a little tight, you can reformat it to go on multiple pages or even on 11"x17" paper.

The idea here is not just look for ramps that exist, but actually look for every place the pedestrian access route (normally, a sidewalk) crosses a street. If no curb ramp exists, that is all that is needed on the sheet. If curb ramp(s) exist at the corner, the sidewalk(s) may be served

by two ramps (one at each end of the curb radius), a diagonal ramp, a blended transition, or other configuration.

The field sheet includes the basic elements associated with curb ramps, but not all of the technical requirements. If you anticipate that you have many, very basic non-compliant locations (e.g., no ramp at all, extreme slopes, no detectable warnings), you may elect to ignore (for now) some of the later elements in the field sheet (e.g., flares, bottom landings, turning spaces, etc.) on the theory that those deficiencies would be lower priorities than the more basic non-compliance issues and these other issues would be examined in a subsequent evaluation.

### Blank Intake Sheet

The next sheet enables you to input your field sheets into the Excel spreadsheet (alternatively, you can enter the data directly while in the field with a laptop or tablet). You don't have to enter the information digitally if you don't wish to, but it makes evaluation of your ADA compliance much easier. Most of the cells in this sheet are equipped with drop down lists to make your data entry consistent (important for evaluation and determining consistency with ADA standards).

As you enter your data, you may see cells appear with red or yellow highlighting, consistent with the choices you see to the right of the print area (and the basis of the drop down lists). The coloring is designed to illustrate at a glance the degree to which a given curb ramp or the intersection as a whole is consistent with ADA standards.

### Example sheet

The next sheet is just an example to show how a completed intersection might appear and how you can use comment or note areas. The data entered are not real here and are a bit inconsistent from ramp to ramp, as the purpose is simply to illustrate how some of the later questions relate to each other.

### Blank Intake Sheet (without drop down lists)

For some, the drop down lists are cumbersome to use and this sheet is identical except for the drop downs. If using this sheet instead, take extra care to ensure that you consistently enter the data, so that you can query the data later for analyses, if you like.

The tool is based on USDOJ's ADA Accessibility Survey Instructions: Curb Ramps, which illustrates how the various aspects of curb ramps should be measured.<sup>1</sup> Those instructions should be reviewed by anyone evaluating curb ramps.

For further information on how to use the tool, modify it for your use, or use more advanced techniques, such as GPS-based data collectors, contact Matt Carter at [matheu@udel.edu](mailto:matheu@udel.edu) or (302) 831-7236.

---

<sup>1</sup> <http://www.ada.gov/pcatoolkit/app1curbramps.htm>. The guide comes from ADA Best Practices Tool Kit for State and Local Governments, <http://www.ada.gov/pcatoolkit/toolkitmain.htm>, a useful reference.