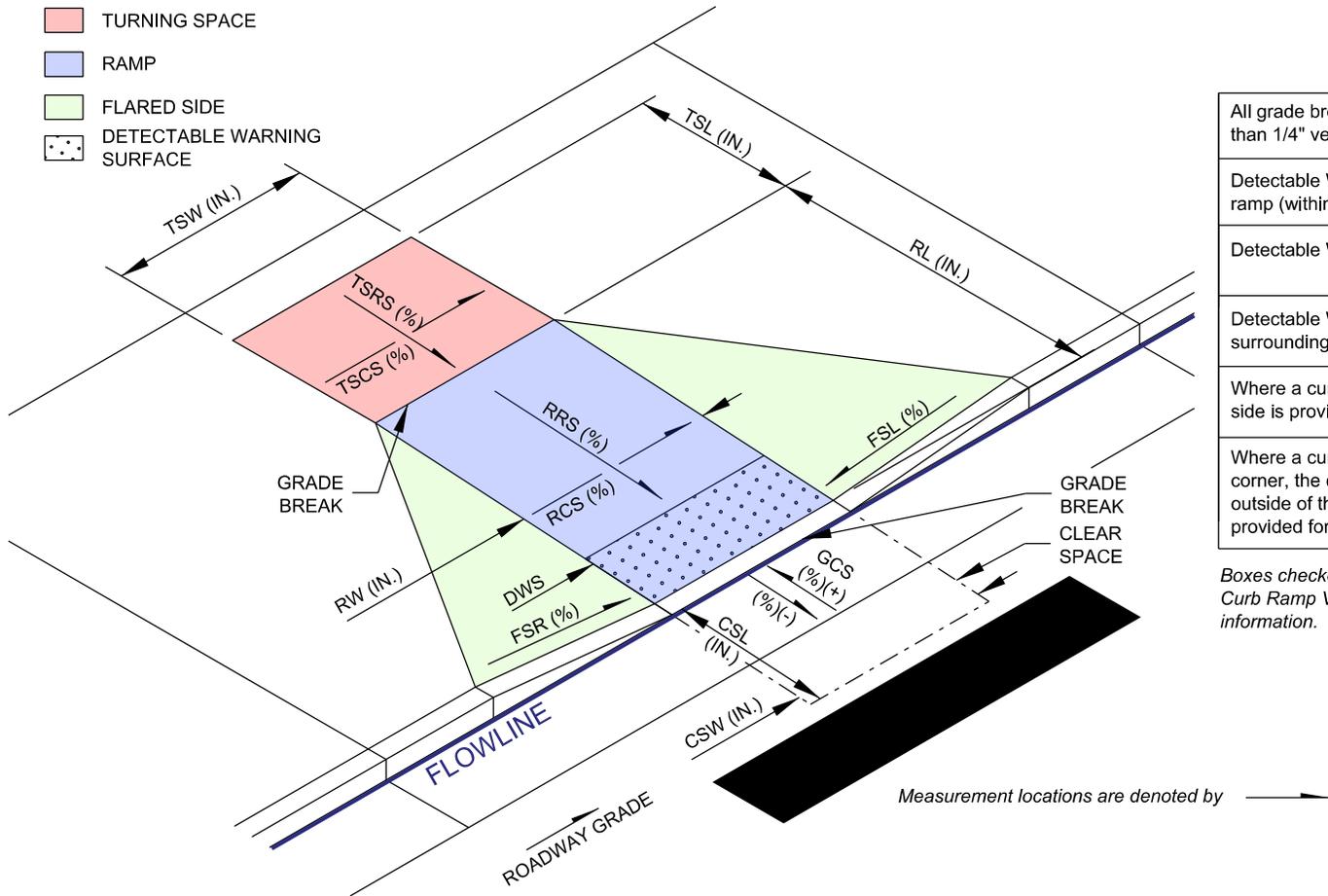


Location Information			
Curb Ramp Position ID:		Inspector Name:	
Region:		Inspector Email:	
Primary State Hwy #:		Secondary Roadway:	
Date Inspected:		Project #:	
Curb Ramp Measurements			
Primary Roadway Grade (%):		Secondary Roadway Grade (%):	
Ramp Running Slope (RRS)(%):		Turning Space Cross Slope (TSCS)(%):	
Ramp Cross Slope (RCS)(%):		Turning Space Running Slope (TSRS)(%):	
Ramp Width (RW)(IN.):		Turning Space Width (TSW)(IN.):	
Ramp Length (RL)(IN.):		Turning Space Length (TSL)(IN.):	
		Left Flare Slope (FSL)(%):	
		Right Flare Slope (FSR)(%):	
		Gutter Counter Slope (GCS)(%):	
		Clear Space Width (CSW)(IN.):	
		Clear Space Length (CSL)(IN.):	

- TURNING SPACE
- RAMP
- FLARED SIDE
- DETECTABLE WARNING SURFACE



Measurement locations are denoted by

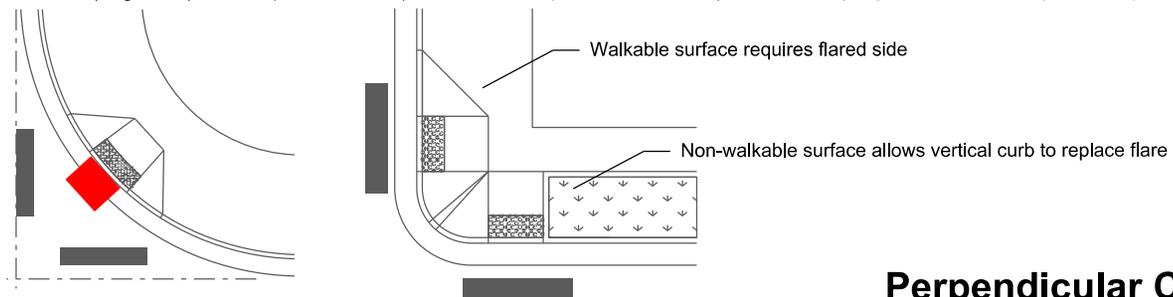
	Yes	No
All grade breaks are perpendicular and joints are flush (less than 1/4" vertical discontinuity).		
Detectable Warning Surface (DWS) spans the width of the curb ramp (within 2" of edge of ramp on each side).		
Detectable Warning Surface (DWS) is 2' deep.		
Detectable Warning Surface (DWS) contrasts visually with the surrounding surface (light on dark, or dark on light).		
Where a curb ramp edge abuts a walkable surface a flared side is provided for that edge of the curb ramp.		
Where a curb ramp is a single diagonal ramp on the apex of a corner, the clear space at the bottom of the ramp is wholly outside of the adjacent active traffic lanes (if two ramps are provided for this does not apply)		

Boxes checked "No" means curb ramp likely does not meet accessibility requirements. Curb Ramp Variance documentation may need to be completed. See sheet 2 for more information.

Perpendicular Curb Ramp As-Built Form (Sheet 1 of 2)

PROWAG Requirements for Perpendicular Curb Ramps

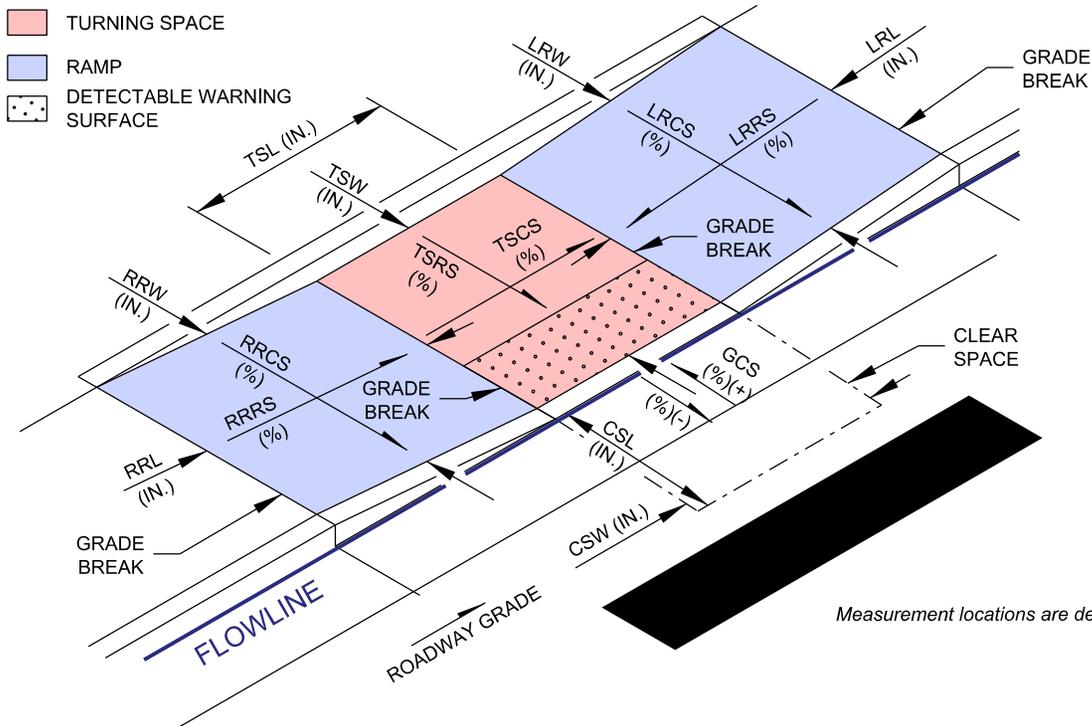
CURB RAMP RUNNING SLOPE	(RRS)	Shall not have a running slope greater than 8.33% (1:12)
CURB RAMP CROSS SLOPE	(RCS)	2.0% Typical (1:50). At crossings without yield or stop control, or with a signal where vehicles can proceed through the intersection without stopping or slowing, the cross slope may equal the highway grade. At mid-block crossings the cross slope may equal the highway grade.
CURB RAMP WIDTH	(RW)	Shall be 48 inches minimum.
TURNING SPACE CROSS SLOPE	(TSCS)	2.0% Typical (1:50). At crossings without yield or stop control, or with a signal where vehicles can proceed through the intersection without stopping or slowing, the cross slope may equal the highway grade. At mid-block crossings the cross slope may equal the highway grade.
TURNING SPACE RUNNING SLOPE	(TSRS)	Shall not exceed 2.0% (1:50)
TURNING SPACE WIDTH	(TSW)	Shall be 48 inches minimum
TURNING SPACE LENGTH	(TSL)	Shall be 48 inches minimum. If there is a vertical constraint at the back of the turning space the length in the direction of the ramp run must be increased to 60 inches minimum.
JOINTS AND GRADE BREAKS		Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the ramp run. Surface slopes that meet at grade breaks shall be flush. Joints should be flush and must not have a vertical difference greater than a ¼ inch.
FLARED SIDES	(FSR) (FSL)	When the side of a curb ramp run abuts a walkable surface, then that side of the ramp must have a flare. Flare slopes shall not exceed 10% (1:10). "Walkable" means an area that has been prepared for pedestrian use, such as a sidewalk or trail. Non-walkable surfaces include areas not intended for pedestrian travel such as landscaping, turf, areas protected by street furniture, railings, or utilities (signal poles, fire hydrants, etc.). Where ramps do not abut a walkable surface steep flares or vertical curbs are acceptable.
DETECTABLE WARNING SURFACES		Detectable Warning Surfaces (DWS) shall contrast visually with the surrounding area (dark on light, light on dark). DWS shall be 24 inches deep and span the width of the curb ramp (within 2 inches of the edge of the ramp on each side). If both edges of the grade break at the bottom of the ramp are less than 5 feet from the back of curb, then the DWS is placed at the bottom of the curb ramp. If one edge of the grade break at the bottom of the ramp is more than 5 feet from the back of curb, then the DWS is placed at the back of curb (See M-608-1 for placement detail).
GUTTER COUNTER SLOPE	(GCS)	The gutter counter slope at the street or bottom of ramp runs shall be 5% maximum.
CLEAR SPACE	(CSW) (CSL)	A 48 inch x 48 inch clear space must be provided beyond the bottom grade break of the curb ramp run. When a curb ramps services street crossings in two directions (single ramp on the apex of a corner), then the clear space must be wholly outside of any adjacent travel lanes (see below).



Curb ramps which do not meet the criteria listed above due to existing site constraints must be properly documented and require that the CDOT ADA Curb Ramp Variance Support Document be completed. Submit completed forms to the CDOT Civil Rights Business Resource Center.

Perpendicular Curb Ramp As-Built Form (Sheet 2 of 2)

Location Information			
Curb Ramp Position ID:		Inspector Name:	
Region:		Inspector Email:	
Primary State Hwy #:		Secondary Roadway:	
Date Inspected:		Project #:	
Curb Ramp Measurements			
Primary Roadway Grade (%):		Secondary Roadway Grade (%):	Turning Space Cross Slope (TSCS)(%):
Right Ramp Running Slope (RRRS)(%):		Left Ramp Running Slope (LRRS)(%):	Turning Space Running Slope (TSRS)(%):
Right Ramp Cross Slope (RRCS)(%):		Left Ramp Cross Slope (LRCS)(%):	Turning Space Length (TSL)(IN.):
Right Ramp Width (RRW)(IN.):		Left Ramp Width (LRW)(IN.):	Turning Space Width (TSW)(IN.):
Right Ramp Length (RRL)(IN.):		Left Ramp Length (LRL)(IN.):	Clear Space Width (CSW)(IN.):
Gutter Counter Slope (GCS)(%):		Clear Space Length (CSL)(IN.):	



	Yes	No
All grade breaks are perpendicular and joints are flush (less than 1/4" vertical discontinuity).		
Detectable Warning Surface (DWS) spans the width of the curb ramp (within 2" of edge of ramp on each side).		
Detectable Warning Surface (DWS) is 2' deep.		
Detectable Warning Surface (DWS) contrasts visually with the surrounding surface (light on dark, or dark on light).		
Detectable Warning Surface (DWS) is placed at back of curb.		
Where a curb ramp is a single diagonal ramp on the apex of a corner, the clear space at the bottom of the ramp is wholly outside of the adjacent active traffic lanes (if two ramps are provided for this does not apply)		

Boxes checked "No" means curb ramp likely does not meet accessibility requirements. Curb Ramp Variance documentation may need to be completed.

Parallel Curb Ramp As-Built Form (Sheet 1 of 2)

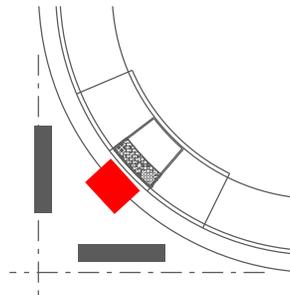


COLORADO
Department of Transportation

Version 1 - 03/11/2019

PROWAG Requirements for Parallel Curb Ramps

CURB RAMP RUNNING SLOPE	(RRRS) (LRRS)	Shall not have a running slope greater than 8.33% (1:12)
CURB RAMP CROSS SLOPE	(RRCS) (LRCS)	Shall not have a cross slope greater than 2.0% (1:50).
CURB RAMP WIDTH	(RRW) (LRW)	Shall be 48 inches minimum.
TURNING SPACE CROSS SLOPE	(TSCS)	2.0% Typical (1:50). At crossings without yield or stop control, or with a signal where vehicles can proceed through the intersection without stopping or slowing, the cross slope may equal the highway grade. At mid-block crossings the cross slope may equal the highway grade.
TURNING SPACE RUNNING SLOPE	(TSRS)	Shall not exceed 2.0% (1:50).
TURNING SPACE WIDTH	(TSW)	Shall be 48 inches minimum
TURNING SPACE LENGTH	(TSL)	Shall be 48 inches minimum. If the turning space is constrained on two or more sides (e.g. Type 2C ramps) then the turning space length must be 60 inches.
JOINTS AND GRADE BREAKS		Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the ramp run. Surface slopes that meet at grade breaks shall be flush. Joints should be flush and must not have a vertical difference greater than a ¼ inch.
DETECTABLE WARNING SURFACES		Detectable Warning Surfaces (DWS) shall contrast visually with the surrounding area (dark on light, light on dark). DWS shall be 24 inches deep and span the width of the curb ramp (within 2 inches of the edge of the ramp on each side)(See M-608-1 for placement detail).
GUTTER COUNTER SLOPE	(GCS)	The gutter counter slope at the street or bottom of ramp runs shall be 5% maximum.
CLEAR SPACE	(CSW) (CSL)	A 48 inch x 48 inch clear space must be provided beyond the turning space when a curb ramps services street crossings in two directions (single ramp on the apex of a corner). The clear space must be wholly outside of any adjacent travel lanes (see below).



Curb ramps which do not meet the criteria listed above due to existing site constraints must be properly documented and require that the CDOT ADA Curb Ramp Variance Support Document be completed. Submit completed forms to the CDOT Civil Rights Business Resource Center.

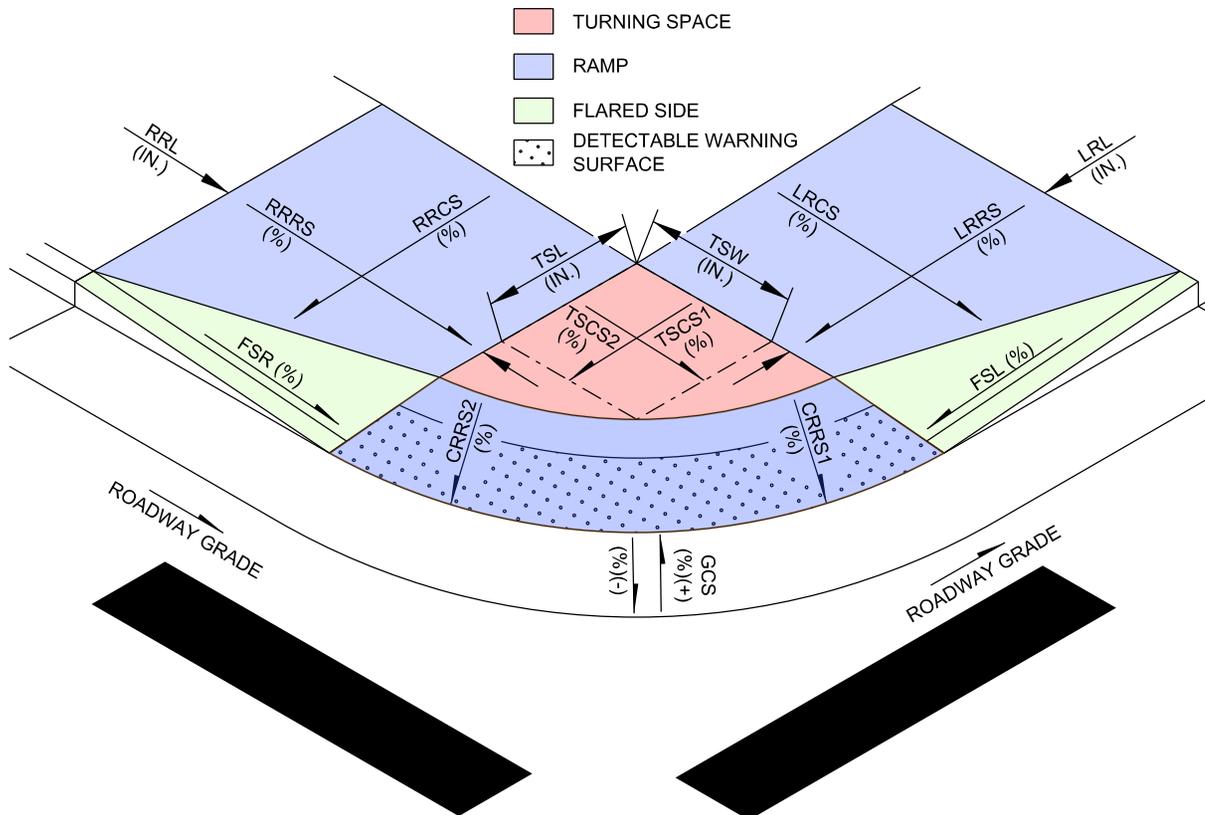
Perpendicular Curb Ramp As-Built Form (Sheet 2 of 2)

Location Information

Curb Ramp Position ID:		Inspector Name:	
Region:		Inspector Email:	
Primary State Hwy #:		Secondary Roadway:	
Date Inspected:		Project #:	

Curb Ramp Measurements

Primary Roadway Grade (%):		Secondary Roadway Grade (%):		Turning Space Cross Slope 1 (TSCS1)(%):	
Right Ramp Running Slope (RRRS)(%):		Left Ramp Running Slope (LRRS)(%):		Turning Space Cross Slope 2 (TSCS2)(%):	
Right Ramp Cross Slope (RRCS)(%):		Left Ramp Cross Slope (LRCS)(%):		Turning Space Length (TSL)(IN.):	
Right Ramp Length (RRL)(IN.):		Left Ramp Length (LRL)(IN.):		Turning Space Width (TSW)(IN.):	
Right Side Flare (FSR)(%):		Left Side Flare (FSL)(%):		Center Ramp Running Slope 1 (CRRS1)(%):	
Gutter Counter Slope (GCS)(%):		Center Ramp Running Slope 2 (CRRS2)(%):			



	Yes	No
All grade breaks and joints are flush (less than 1/4" vertical discontinuity).		
Detectable Warning Surface (DWS) spans the width of the curb ramp (within 2" of edge of ramp on each side).		
Detectable Warning Surface (DWS) is 2' deep.		
Detectable Warning Surface (DWS) contrasts visually with the surrounding surface (light on dark, or dark on light).		
Detectable Warning Surface (DWS) is placed at back of curb.		

Boxes checked "No" means curb ramp likely does not meet accessibility requirements. Curb Ramp Variance documentation may need to be completed.

Measurement locations are denoted by

Depressed Corner/ Blended Transition Curb Ramp As-Built Form (Sheet 1 of 2)

PROWAG Requirements for Depressed Corners and Blended Transitions

CURB RAMP RUNNING SLOPE	(RRRS) (LRRS) (CRRS1) (CRRS2)	Shall not have a running slope greater than 8.33% (1:12) Center ramp shall not have a running slope greater than 5.0% (1:20)
CURB RAMP CROSS SLOPE	(RRCS) (LRCS)	2.0% Typical (1:50). At crossings without yield or stop control, or with a signal where vehicles can proceed through the intersection without stopping or slowing, the cross slope may equal the highway grade.
TURNING SPACE CROSS SLOPES	(TSCS1) (TSCS2)	2.0% Typical (1:50). At crossings without yield or stop control, or with a signal where vehicles can proceed through the intersection without stopping or slowing, the cross slope may equal the highway grade.
TURNING SPACE WIDTH	(TSW)	Shall be 48 inches minimum
TURNING SPACE LENGTH	(TSL)	Shall be 48 inches minimum
JOINTS AND GRADE BREAKS		Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the ramp run. Surface slopes that meet at grade breaks shall be flush. Joints should be flush and must not have a vertical difference greater than a ¼ inch.
DETECTABLE WARNING SURFACES		Detectable Warning Surfaces (DWS) shall contrast visually with the surrounding area (dark on light, light on dark). DWS shall be 24 inches deep and span the width of the curb ramp (within 2 inches of the edge of the ramp on each side)(See M-608-1 for placement detail).
GUTTER COUNTER SLOPE	(GCS)	The gutter counter slope at the street or bottom of ramp runs shall be 5% maximum.
FLARED SIDES	(FSR) (FSL)	On blended transitions where a center ramp is present flares will be required. Flare slopes shall not exceed 10% (1:10).

Curb ramps which do not meet the criteria listed above due to existing site constraints must be properly documented and require that the CDOT ADA Curb Ramp Variance Support Document be completed. Submit completed forms to the CDOT Civil Rights Business Resource Center.

Depressed Corner/ Blended Transition Curb Ramp As-Built Form (Sheet 2 of 2)