



ADA Compliance Checklist Guidance [Curb Ramps]



All projects from 2014 and onward with ADA work including carryover projects need to follow this guidance and compliance forms need to be entered electronically.

***Projects completed in 2013 and before can be submitted in the paper checklist that was published before the electronic version.**

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INTRODUCTION

The **ADA Compliance Checklist** forms have been used extensively in the field by the ADA Operations Unit since 2010 for federal compliance in conjunction with PROWAG to ensure curb ramps are built to ADA compliance and MnDOT quality. However, most data collection was done on paper and the submission process had inefficiencies such as mailing paper copies or scanning the entire compilation of forms (sometimes up to 200 pages) to send out as email, and then finally entered manually into a spreadsheet for analysis.

Although this had been done for the past few years, the percentages of submissions sent in by the construction staff are still well below expectation. The records show that less than half of the total number of projects had compliance forms submitted to the ADA Ops. This can have a huge effect on the statewide program as the number of compliant curb ramps is unclear for making crucial programming decisions.

By integrating ADA Compliance Checklist Forms into MnDOT's SharePoint library database, the submission procedure has moved online. With this, **potential errors**, ***paper waste***, and ***staff hours*** spent on filling out the form multiple times by different entities will be reduced.

Key Points

- a) **Only** MnDOT employees are able to access the ADA SharePoint Library. Local agency staffs or Consultants will have to use the offline form supplied on ADA Construction Tools page:
<http://www.dot.state.mn.us/ada/construction.html>
- b) **Submit forms electronically for all compliant AND noncompliant ramps including their redo's**
Turn in copies of all noncompliant ramp forms to the project engineer as well. If any portion of a ramp is non-compliant, be sure to document the pre-construction and post-construction ramp conditions. If the ramp could have been constructed compliant but the Contractor failed in constructing the ramp in accordance with Special Provisions 1803 Special Project ADA Requirements, it is the Contractor's responsibility to rebuild the ramp at the Contractor's expense.
- c) The online compliance form can only be used with an internet connection. If forms are to be used in the field, ensure there will be a signal at the project location before utilizing mobile devices/tablet (e.g. iPad) for form submission.
- d) Compliance checklists should be done weekly as project progresses and submitted to SharePoint or email to ADAComplianceChecklists.dot@state.mn.us (for Non-MnDOT staffs) at least monthly.
- e) For projects located in areas with limited connectivity (weak signal/no internet), print out the PDF compliance checklist forms and fill it out on site. Enter all the acquired information on SharePoint (as shown in the next section) when internet is available. Download the form here:
<http://www.dot.state.mn.us/ada/pdf/adacompliancechecklistforcurbramps.pdf>
- f) **DO NOT** use **Safari** browser (the default browser for Apple devices) on iPads (or any other tablet that uses Safari) to fill out the compliance checklist form. The form may work but any attempt at uploading attachment(s) will crash the form. Alternatively, you can download Google Chrome (tested) or any other browser of your preference off App Store.
- g) Refer to <http://www.dot.state.mn.us/ada/construction.html> for sample filled forms. Do not submit incomplete forms as it will be deleted and you will be asked to submit another one.

Frequently Asked Questions (FAQ)

1. I only have partial information for one of the curb ramps. Can I fill it out partially on SharePoint and submit first, then come back sometime later to edit it?

Yes. The editing feature has been added to our ADA SharePoint webpage. Please follow the instructions carefully on the submission page to avoid submitting multiple copies of the same quadrant.

2. I can't submit the form after filling out. What is happening?

Couple of reasons why the form is unable to go through:

- i) *The ramp is noncompliant, but there was no explanation as to why the ramp failed. Also, at least one check box related to the reason it failed needs to be checked.*
- ii) *Project information at the top of the form is either not filled or incorrectly filled.*
- iii) *The certify box is not checked.*
- iv) *Invalid text has been entered in certain field (e.g. text in date section).*

Use keyboard shortcut [CTRL + Shift + O] after unsuccessful submission to zoom in on the error and [CTRL + Shift + I] to show error details.

3. Should I submit the checklist even if it is non-compliant?

Yes. We document everything even if it is non-compliant. However, if the curb ramp is non-compliant due to contractor's performance or MnDOT issue (both reason are available as check boxes in the form), you will have to submit another checklist from the resulting re-do. Leave the original as is alongside the resulting re-do checklist(s).

4. The SharePoint link provided on MnDOT ADA webpage doesn't work, what should I do?

Download the PDF form provided on the same page and fill it out on your computer. Name the filled PDFs after the intersection name. Compile all filled out forms and associated pictures and email it to ADAComplianceChecklists.dot@state.mn.us.

5. Do you have any filled out sample sheets for reference?

Yes. It is located on our ADA webpage <http://www.dot.state.mn.us/ada/construction.html>.

6. Which ramp type should I pick?

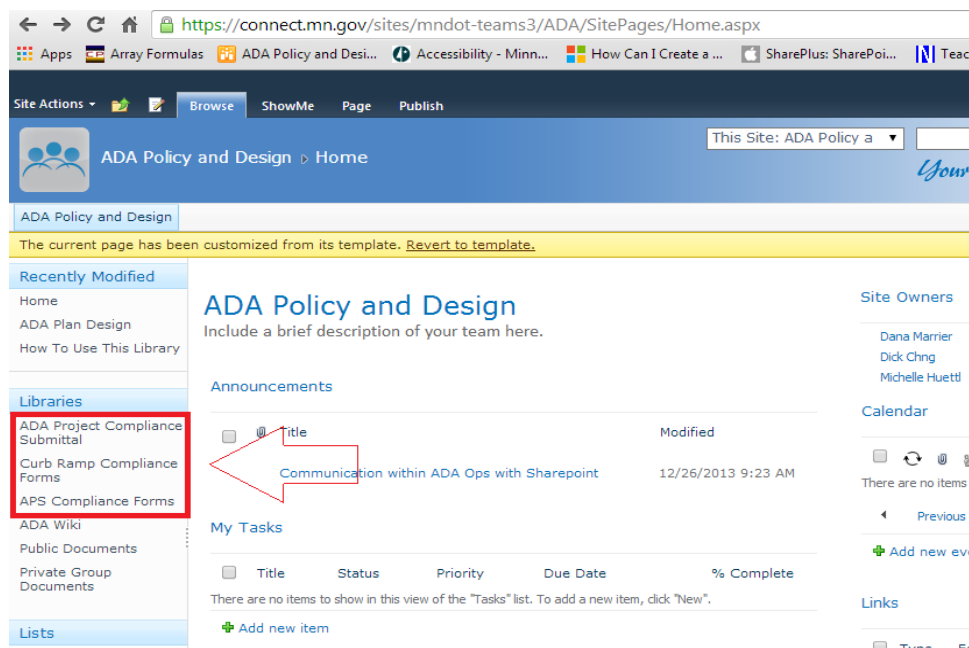
Please refer to our curb ramp standard plan: <http://www.dot.state.mn.us/ada/pdf/5-297-250.pdf>

7. Part of my form just turned white while I was filling it out. What should I do?
This can be caused by several reasons such as switching from landscape to portrait orientation and vice versa or just from scrolling in the form after putting in an attachment. It is not an iPad issue. Usually zooming in and out or reorient the screen solves the problem. If all else fails, you will have to refresh the page.
8. I realized I made a mistake only after I submitted the form. How do I go about changing it?
Follow the instructions on the submission page. Do not use the submit button in the form to avoid submitting a duplicate.

Accessing the Compliant Checklist Form Template on SharePoint

- a) Open up your browser (preferably Internet Explorer for best view of the form) and key in address: <https://connect.mn.gov/sites/mndot-teams3/ADA/SitePages/Home.aspx>

If you try to access the site from an external network, there will be a security prompt. Login with your AD (Network) username and password (e.g. Username: AD\grug1tod):



- b) Click on the left tab “Curb Ramp Compliance Forms” (or **APS Compliance Form/ADA Project Compliance Submittal** depending on which form you are submitting).

ADA Policy and Design > Curb Ramp Compliance Forms > This List: Curb Ramp C ▾

Curb Ramp Compliance Library
Click "Add documents" to upload filled out compliance checklists for completed ADA curb ramps. Form best viewed with Internet Explorer.

ADA Policy and Design		District	Name	SP #	City	Const Year	Intersection	Quad	Ramp Type
Libraries									
ADA Project Compliance Submittal		4	TH 32 and McKinley Ave W_1403-24_2014-01-09T15_41_24	1403-24	Hitterdal	2012	TH 32 and McKinley Ave W	SW	Twin Perpendicular
Curb Ramp Compliance Forms		4	TH 32 and CR 34_1403-24_2014-01-09T15_43_49	1403-24	Hitterdal	2012	TH 32 and CR 34	NE	Twin Perpendicular
APS Compliance Forms		4	TH 32 and CR 34_1403-24_2014-01-09T15_45_06	1403-24	Hitterdal	2012	TH 32 and CR 34	SW	Twin Perpendicular
ADA Wiki		4	TH 32 AND CR 34_1403-24_2014-01-13T14_28_46	1403-24	Hitterdal	2012	TH 32 AND CR 34	NW	Twin Perpendicular
Public Documents		4	TH 32 AND CR 34_1403-24_2014-01-13T14_30_05	1403-24	Hitterdal	2012	TH 32 AND CR 34	SE	Twin Perpendicular
Private Group Documents		4	TH 32 AND LINCOLN_1403-24_2014-01-14T14_33_18	1403-24		2012	TH 32 AND LINCOLN	SOUTHWEST	Twin Perpendicular
Lists									
Announcements									
Calendar									
Tasks									
Discussions									
Team Discussion									
Site Content									

- c) Once at the Compliance Form Library, scroll to the bottom of the page and click “Add Document” (Note: if you do not have access, you will not be able to see the option).

Site Content		District	Name	SP #	City	Const Year	Intersection	Quad	Ramp Type
ADA Wiki			LINCOLN_1403-24_2014-01-14T14_33_18	24			LINCOLN		Perpendicular
Announcements	M		Hamline _ Floral_6285-135_2014-01-17T13_40_30	6285-135	Arden Hills	2013	Hamline & Floral	SW	Perpendicular
APS Compliance Forms	M		Hamline _ County RD F_6285-135_2014-01-17T13_41_34	6285-135	Arden Hills	2013	Hamline & County RD F	NE	Depressed Corner
Calendar									
Compliance Check									
Documents									
Images	M		Hamline _ County RD F_6285-135_2014-01-17T13_41_53	6285-135	Arden Hills	2013	Hamline & County RD F	NW	Perpendicular
Links									
Pages									
Private Group Documents	M		Hamline _ County RD F_6285-135_2014-01-17T13_42_07	6285-135	Arden Hills	2013	Hamline & County RD F	SE Island N	Twin Perpendicular
Public Documents									
Site Assets									
Site Pages	M		Hamline _ County RD F_6285-135_2014-01-17T13_42_20	6285-135	Arden Hills	2013	Hamline & County RD F	SE Island S	Twin Perpendicular
Tasks									
Team Discussion									
Workflow Tasks	M		Hamline _ County RD F_6285-135_2014-01-17T13_42_51	6285-135	Arden Hills	2013	Hamline & County RD F	SE	Perpendicular
Recycle Bin									
All Site Content									
<div>  Add document </div>									

Quick Links

QUICK LINK TO **CURB RAMP CHECKLIST FORM LIBRARY**:

<https://connect.mn.gov/sites/mndot-teams3/ADA/ComplianceChecklist/Forms/MnDOTStaff.aspx>

QUICK LINK TO **APS FORM LIBRARY**:

<https://connect.mn.gov/sites/mndot-teams3/ADA/APSComplianceForm/Forms/MnDOTStaff.aspx>

QUICK LINK TO **PROJECT SUBMITTAL FORM** (PROJECT ENGINEERS ONLY):

<https://connect.mn.gov/sites/mndot-teams3/ADA/ProjectCompliancePrimaryForm/Forms/AllItems.aspx>

QUICK LINK TO **PROJECT DESIGNER SUBMITTAL** (PROJECT DESIGNER ONLY):

<https://connect.mn.gov/sites/mndot-teams3/ADA/ADADesignerSubmittal/Forms/AllItems.aspx>

The image shows a web-based form titled "MnDOT ADA Compliance Checklist (Curb Ramp)". The form includes the following fields and buttons:

- SP:** A text input field with a question mark icon (callout 1).
- City:** A text input field (callout 2).
- District:** A text input field with a question mark icon (callout 4).
- Intersection:** A text input field with a question mark icon (callout 6).
- Quadrant:** A text input field with a question mark icon (callout 5).
- Ramp Type:** A dropdown menu currently showing "Twin Perpendicular" (callout 3).
- Switch View:** A button with a question mark icon (callout 8).
- Const. Year:** A text input field with a question mark icon (callout 7).

Below the form is the caption: **Figure 1 - Curb Ramp Compliance Form**

1. Filling out the right SP Number

Depending on the plan sheet, key in the relevant SP number that has the intersection associated with it. If it is a state aid project, enter the SAP number.

2. Determine the intersection names

State the intersection by combining the name of the street and trunk highway where the curb ramp is located. If there are no intersections, place the nearest landmark for easier identification through the use of Google Maps or similar web map services. Refer to [Appendix](#) for visual aid on how the intersections are named. NOTE: Trunk highway name should always be the former of the intersection name, e.g. TH 99 and 50th Ave.

3. City

Fill in the name of the city the ramp is located in.

4. District

Put in the district number here depending on where the project is situated. For Metro, key in "M".

5. Quadrant

Determine the quadrant of the related curb ramp by facing True North. For Island/Pork Chop, Median, or Mid-block put <Quadrant Here>"Island/Median/Midblock" e.g. SE Island. Exception is allowed for mid-block along loop or roundabout that is difficult to be assigned a specific ordinal (NW, NE, SW, and SE) or cardinal direction (N, W, E, and S). In this situation, numbers are applicable should it compliment the intersection description. Refer to [Appendix](#) for visual aid on how the quadrants are determined.

6. Ramp Type

Ramp types are subjective due to the addition of ramp types as ADA design continues to meet the needs of projects. As of present (4/25/2014), the list comprises of:

- | | | | |
|------|----------------------|-------|----------------------|
| i) | Perpendicular | ii) | Twin Perpendicular |
| iii) | Oneway Directional | iv) | Combined Directional |
| v) | Tiered Perpendicular | vi) | Parallel |
| vii) | Fan | viii) | Depressed Corner |
| ix) | Diagonal | x) | Other |

7. Construction Year

Enter the year that the curb ramp was constructed on in “yyyy” format.

8. Switch View/Display Form

Only after selecting the ramp type from the drop-down list, click on the button next to it (if you’re on the main page, it will be displayed as “Display Form”, and “Switch View” if you have already displayed the form with a ramp type selected).

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Attach a photo of the completed quadrant by clicking -> [Click here to attach a file](#)

[DO NOT use Safari on iPads to upload files] (6 MB max)

(1) Minimum 4' wide pedestrian access route (PAR) maintained? ☐ 10 ☐ Yes ☐ No

(2) Landing meets min. 4'x4' and perpendicular grade break(s)? ☐ 11 ☐ Yes ☐ No

(3) Are landing(s) located at the top of each ramp and at change(s) in direction and at inverse grades? ☐ 12 ☐ Yes ☐ No

(4) Landing slopes (%): ☐ 13

Figure 1 – Compliance Form (cont. 1)

9. Picture Attachment

Picture of the curb ramp shall not exceed 6 MB (6000KB). If it does, the form would not be able to be submitted. Also, **DO NOT** upload photos when submitting the form using Safari (iOS browser) as stated in the “Important Points” segment of this document. There is a known issue with iOS/Safari which iPad users might experience if any file upload is attempted. If field submission is absolutely necessary, consider using alternative web browsers such as Google Chrome for iPad.

10. Pedestrian Access Route (PAR)

A continuous clear width pedestrian access route (PAR) shall be 4 foot minimum, exclusive of the width of the curb, in every direction of travel. The cross slope along all PARs shall not exceed 2.0%.

11. Landing Dimension & Grade Break

Landings shall be minimum 4' x 4' (5' x 5' min preferred) and contraction joints shall be constructed along all grade breaks. All grade breaks within the PAR shall be perpendicular to the path of travel.

12. Landing Locations

Check the landing locations. Landings shall be located anywhere the PAR changes direction; at the top of ramps that have a running slope greater than 5.0%; and if the approaching walk is inverse grade.

13. Landing Slopes

Record the landing slopes in two directions perpendicular to each other. The landing must not have a slope greater than 2.0% in any direction. View may vary depending on the type of ramp selected. The recorded number differs slightly depending on the type of ramp. Refer to [Appendix](#) for visual aid on which section of quadrant to measure.

(5) Ramp's running slope (%) : ?	<input type="text"/> TH	<input type="text"/> TH	<input type="text"/> SS	<input type="text"/> SS
	Initial	Secondary	Initial	Secondary
(6) Ramp's cross slope (%) : ?	<input type="text"/> TH	<input type="text"/> TH	<input type="text"/> SS	<input type="text"/> SS
	Initial	Secondary	Initial	Secondary
(7) Gutter flow line slope (%) : ?	<input type="text"/> TH	<input type="text"/> SS		
(8) Gutter inslope (%) : ?	<input type="text"/> TH	<input type="text"/> SS		
(9) Roadway cross slope (%) : ?	<input type="text"/> TH	<input type="text"/> SS		

Figure 2 - Compliance Form (cont. 2)

14. Ramp's Running Slope

Record the largest running slope (i.e. slope in the direction of travel) value after checking a couple of locations on the ramp. This must be less than or equal to 8.3% (or 1 inch per foot). Use a 10 foot straight edge (or a straight edge the length of the ramp) with a smart level to check this. Refer to [Appendix](#) for visual aid on which section of quadrant to measure for.

15. Ramp's Cross Slope

Record the largest cross slope (i.e. slope perpendicular to the direction of travel) value after checking a few locations on the ramp. This must be less than or equal to 2.0%. In cases where the grade of the gutter flow line exceeds 2.0%, the ramp cross slope adjacent to the gutter may exceed 2.0% but must not exceed the slope of the flow line and must transition to a 2.0% cross slope as soon as is practical. Be sure to document this condition when it exists. Refer to [Appendix](#) for visual aid on which section of quadrant to measure for.

16. Gutter Flow Line

Check gutter flow line slope at the bottom of each ramp. The gutter flow line slope should not exceed 2.0% when practicable. Should the flow line exceed 2.0% and the form shows up as non-compliant, explain the reason for exceeding 2.0% to show best practices have been carried out. Refer to [Appendix](#) for visual aid on which section of quadrant to measure for.

17. Gutter Inslope

The gutter inslope must meet the applicable standard from Sheet 3 of 5 of the Pedestrian Curb Ramp Details Standard Plans (5-297.250). To expand on that, the inslope (or if applicable, the gutter outflow) of the gutter where the pedestrian's path of travel is not perpendicular to the gutter flow line should not exceed 3.0%; Ramp type includes Fan, Depressed Corner, Combined Directional and One-way Directional. As for ramps that are perpendicular to pedestrian's path of travel, the gutter inslope should not exceed 5.0%. Refer to [Appendix](#) for visual aid on which section of the quadrant to measure for.

18. Roadway Cross Slope

The roadway cross slope value measured perpendicular to curb flow line or edge of roadway should not exceed 5.0% at pedestrian crossing locations. This is especially true for gutter and bituminous patching locations.

(10) Do truncated domes cover the entire curb opening and are they properly oriented? ? 19	<input type="checkbox"/> Yes	<input type="checkbox"/> No
(11) Are gutter line and ramps draining properly? ? 20	<input type="checkbox"/> Yes	<input type="checkbox"/> No
(12) Are there any vertical discontinuities greater than 1/4"? ? 21	<input type="checkbox"/> Yes	<input type="checkbox"/> No
(13) Do ramps comply with Spec 2521.3? ? 22	<input type="checkbox"/> Yes	<input type="checkbox"/> No

Figure 3 - Compliance Form (cont. 3)

19. Truncated Domes

Check truncated dome placement and orientation. If the ramp is directional the domes should be oriented in the direction of travel within the allowable set back limits, and in accordance with the applicable standard from Sheet 2 of 5 of the Pedestrian Curb Ramp Details Standard Plans (5-297.250). A minimum 4' width of truncated domes is required for all ramps openings for a minimum 24" continuous depth in the path of travel. Truncated domes shall extend the full width of the ramp, landing, or blended transition within 3" on each end (between the edge of domes and beginning of curb taper). Radial detectable warnings shall be set back 3"-6" from back of curb/edge of roadway. Whenever rectangular detectable warnings are placed around a radius,

they may be set back up to 9" from back of curb in the middle of the ramp and 3" at the corners. If 9" setback is exceeded, use radial detectable warnings. On rural ramps with no curb, domes shall be set in concrete 1' back from edge of roadway with 3" on the sides, and 1' minimum behind domes for visual contrast.

20. Water Flow and Drainage

After a rain event, check the completed ramps to make sure that neither the ramps nor the gutters are holding water and everything appears to be draining properly. If not draining properly, ramps/gutters shall be reconstructed to provide positive drainage.

21. Vertical Discontinuities

Vertical discontinuities (i.e. trip hazards) greater than ¼" are unacceptable. Any vertical discontinuities between ¼" - ½" may be beveled at a maximum 1:2 slope. All beveling of concrete requires Engineers approval and is not recommended. If any vertical discontinuities are greater than ½", the panel or curb and gutter must be removed and replaced.

22. Spec 2521.3 Joint

When checking the running slope with a 10 foot straight edge (or a straight edge the length of the ramp), make sure the surface is compliant with Spec. 2521.3C, which says "The surface shall not vary more than 3/16" from a 10 foot straight edge." Look for any bellies or ridges in the concrete ramp surface greater than 3/16". Also, the joints in the walk should be finished with a 1/4" radius jointing/edging tool or saw cut, and contraction joints should be approximately 1/8" wide per Spec. 2521.3C. Refer to [Appendix](#): Figure 10 for visual aid on which segment the Spec refers to specifically.

(14) Are ramps **fully compliant**? ← 23

If **NO**, check the reason(s) below. Explain why the ramp didn't meet compliance and how the ramp has been improved from the pre-construction condition (see ADA Compliance Checklist Guidance for more info and attach pages if needed). ?

☐ Topography ☐ Structure(s) ☐ Utilities ☐ Contractor ☐ MnDOT

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Figure 4 - Compliance Form (cont. 4)

23. Ramp Compliance

If any portion of the ramp is not compliant, be sure to document the pre-construction and post-construction ramp conditions and explain why the ramp cannot be fully compliant. If ramp is not compliant due to contractor's performance, ramp will need to be made compliant before project is substantially completed. Include photos with documentation. Also, check one of the given reasons that best describes why the ramp isn't compliant. Please click the check button after all information is entered or right before submission.

24. Comments and General Non-Compliant Reason(s)

If the ramp is shown to be NON-COMPLIANT, make sure to check the reason(s) located under the comment box (Topography, Utilities, Structure, Contractor, and/or MnDOT) and explain why the ramp is not compliant. If none of the reasons are checked, the submission of the form will not go through. The following are details for each failure option.

i) **Topography**

The ramp couldn't be constructed to compliance because of the surrounding topography such as elevated road slopes or steep existing flow line. Secondary landing could not be constructed within 30' of initial landing (required when secondary ramp slope exceeds 5%).

ii) **Structure(s)**

Ramp couldn't be constructed to compliance due to existing structure such as buildings, steps, advertising sign, etc. One example would be PAR needing to tie into a nearby entrance/step and reducing space for compliant curb ramp construction.

iii) **Utilities**

Existing utilities in the area that could not be moved as part of the project prevented the ramp from being constructed compliantly. Example of utilities could be from both surface or underground utilities such as power poles, catch basins, fire hydrants, traffic signal poles, manholes, vaults, and etc.

iv) **Contractor**

The ramp could have been constructed compliantly, but the contractor did not properly construct the ramp in accordance with provision 1803 Special Project ADA Requirements. If any compliance standards are not met due to contractor performance, **REWORK IS REQUIRED** before the project is substantially complete. See Specification 1503 (Conformity with Plans and Specifications) for further justification.

v) **MnDOT**

Gave information/guidance that resulted in a noncompliant facility (Plans, Inspection or Surveys). **REWORK IS REQUIRED.**

(15) Was the curb ramp able to be built according to the plan details? ☐ Yes ☐ No

Printed Name: Date (mm/dd/yyyy):

☐ I certify that the information entered on this form is accurate to the best of my knowledge and that I fully understand the checklist standards and am qualified to carry out the inspection.

Submit to SharePoint Library Pg 1

Figure 6 – Compliance Form (cont. 5)

25. Construction Plan Correlation

Check if the curb ramp was able to be built according to plan details. Checking “No” should imply that a significant change was made. This would include changes in the S and F values, corrections in noncompliant gutter flow lines not called out in plans, change in ramp type, changes to the PAR width, and modification of the landing dimensions. This information does not affect compliance but will only be used for curb ramp design improvements in the future.

26. Printed Name

Fill in the name of the person who gathered/filled out the information.

27. Printed Date

Fill in the date when the form was filled.

28. Information Accuracy

Check the box to indicate that all information entered is gathered “as is” from the field without any unauthorized modification.

29. Submission

Click the “Submit to SharePoint Library” to upload the form to ADA Form Library on SharePoint.

APPENDIX

The numbers placed in each figure represent the required data on the compliance checklist form for all ramp types.

**No. as shown on
the Form and in
Figures below**

DESCRIPTION

- | | |
|---|--------------------------------|
| 1 | Pedestrian Access Route |
| 2 | Landing Dimensions |
| 4 | Landing Slopes |
| 5 | Running Slopes |
| 6 | Cross Slopes |
| 7 | Gutter Flow Line |
| 8 | Gutter Inslope (or Outslope) |
| 9 | Roadway Crossing (Cross Slope) |

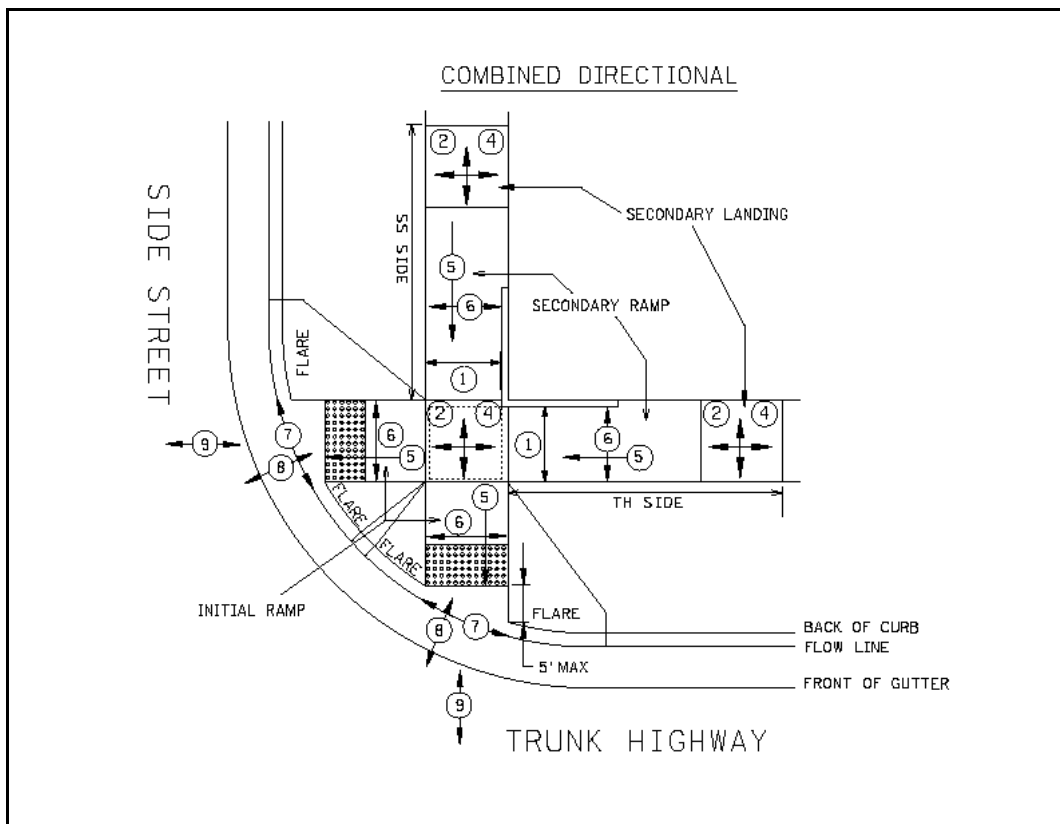


Figure 1 – Combined Directional

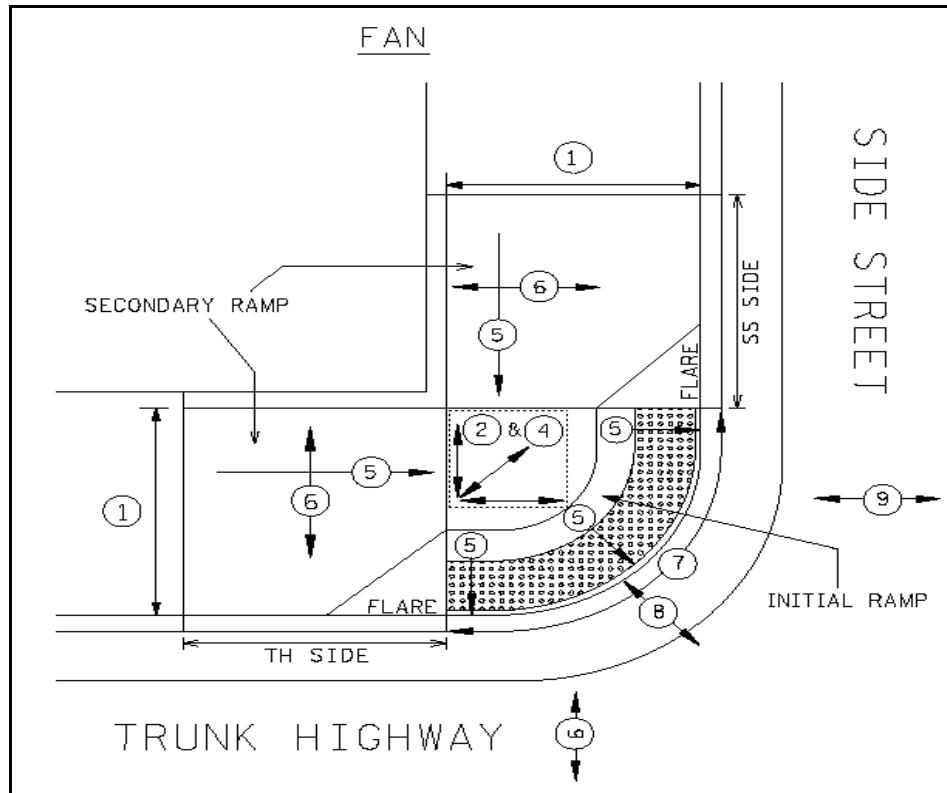


Figure 2 – Fan

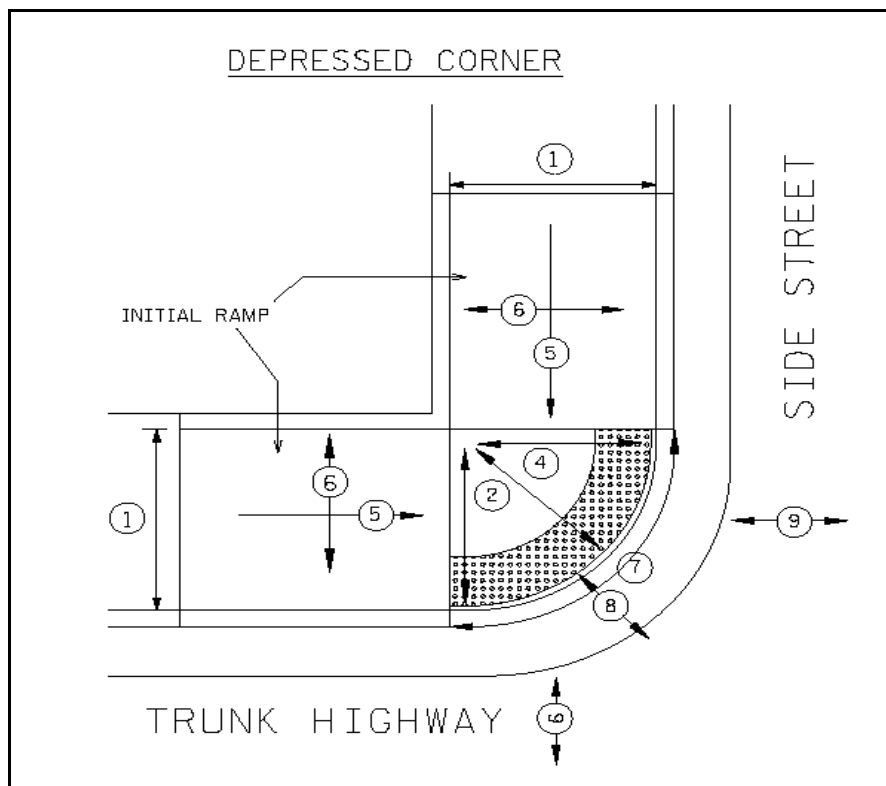


Figure 3 – Depressed Corner

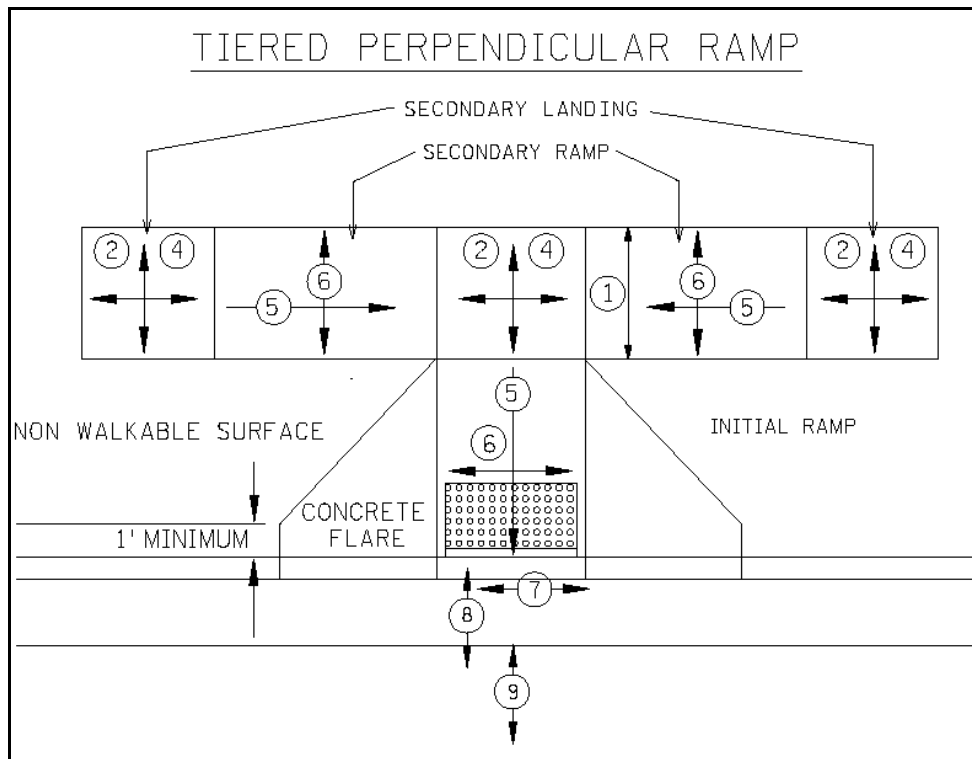


Figure 4 – Tiered Perpendicular

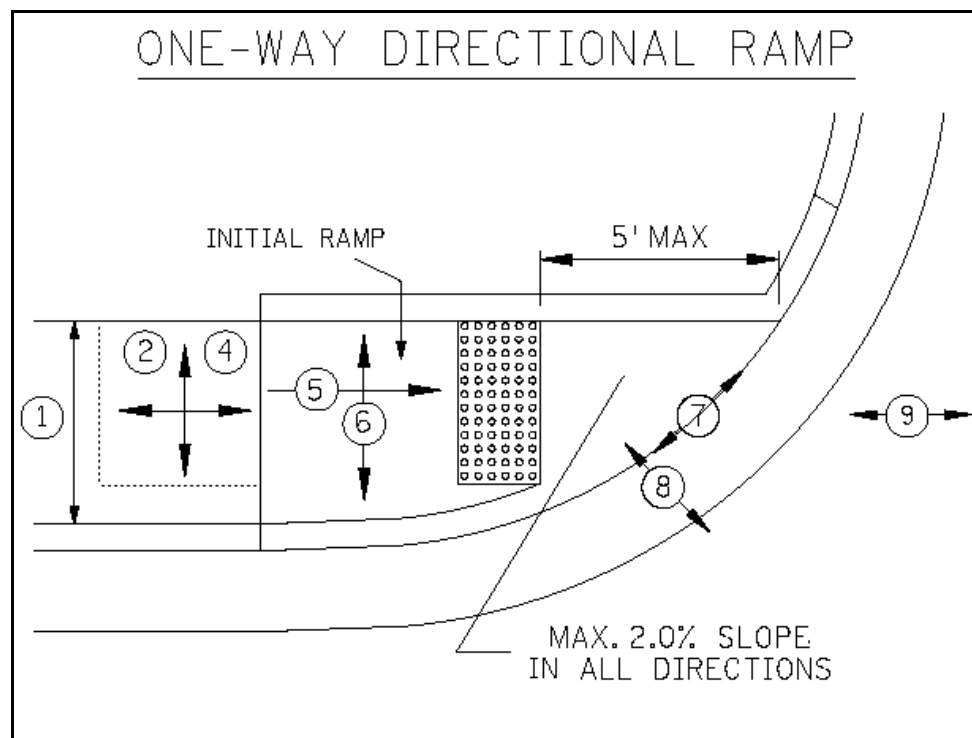


Figure 5 – One-way Directional

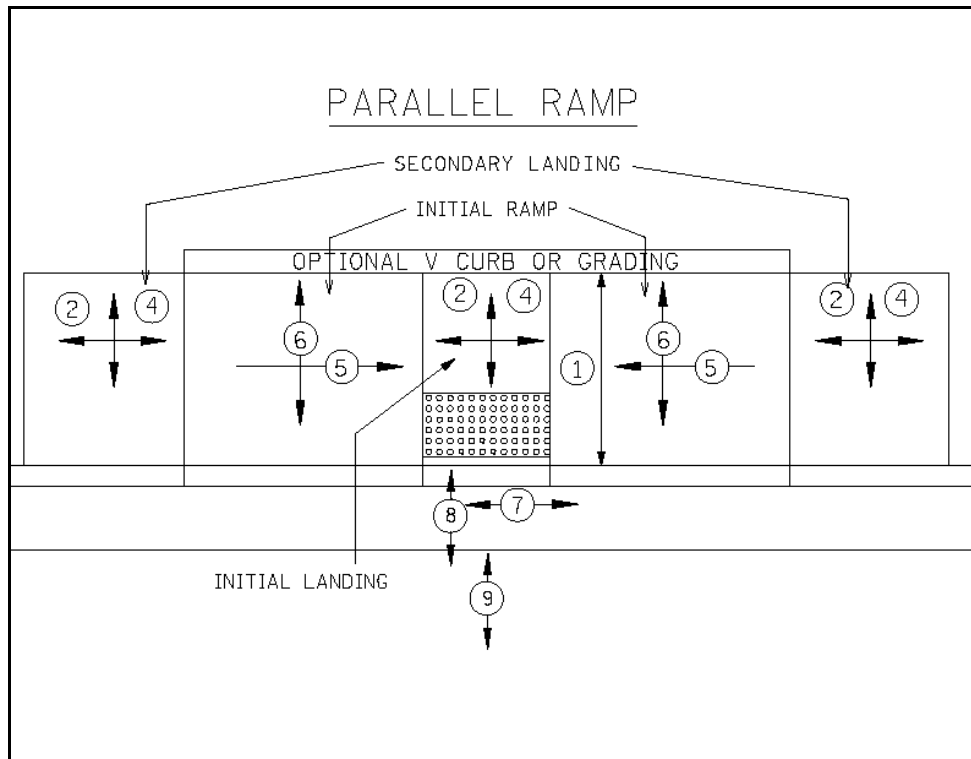


Figure 6 – Parallel

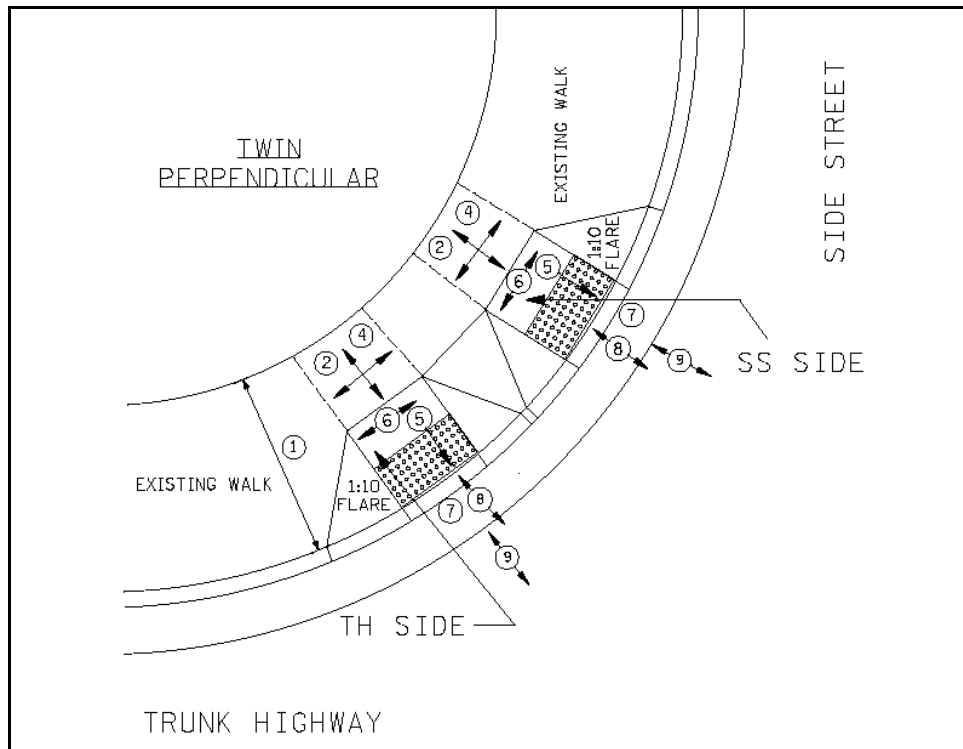


Figure 7 – Twin Perpendicular

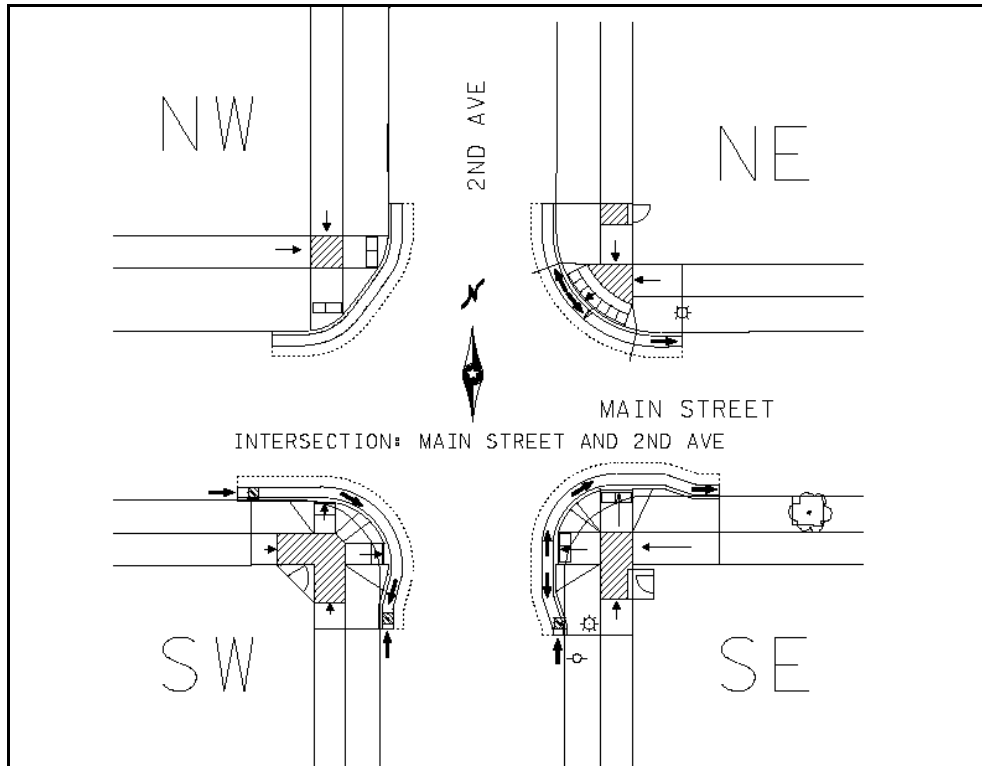


Figure 8 - Intersection and Quadrant identification (1)

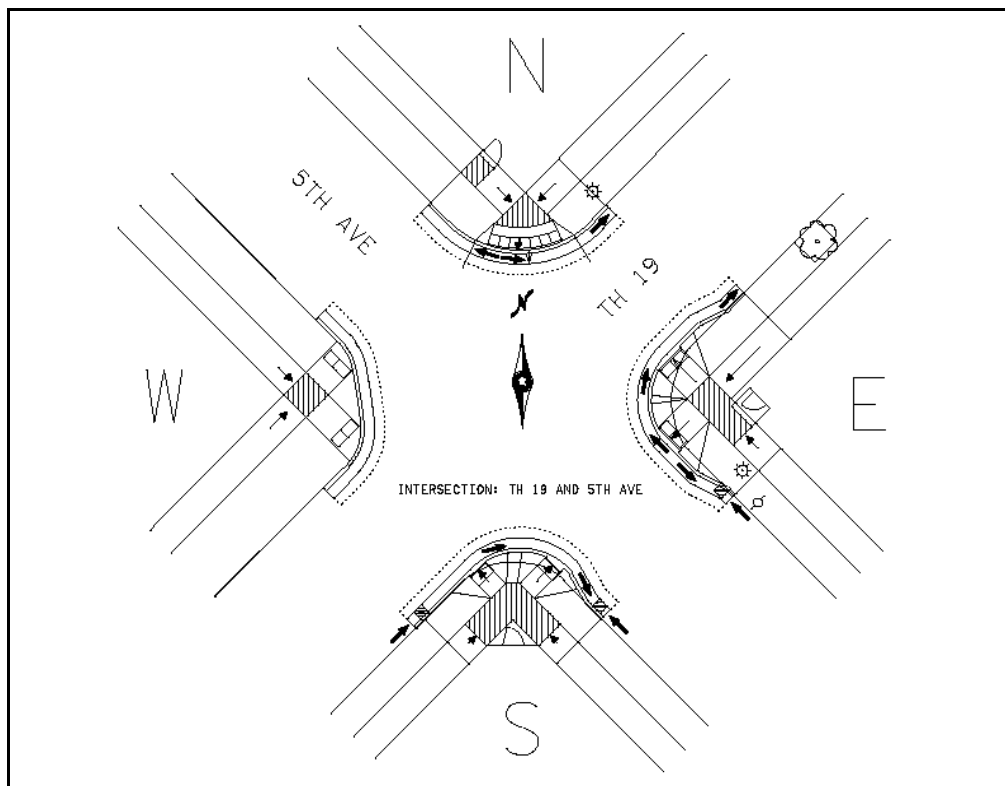


Figure 9 - Intersection and Quadrant identification (2)

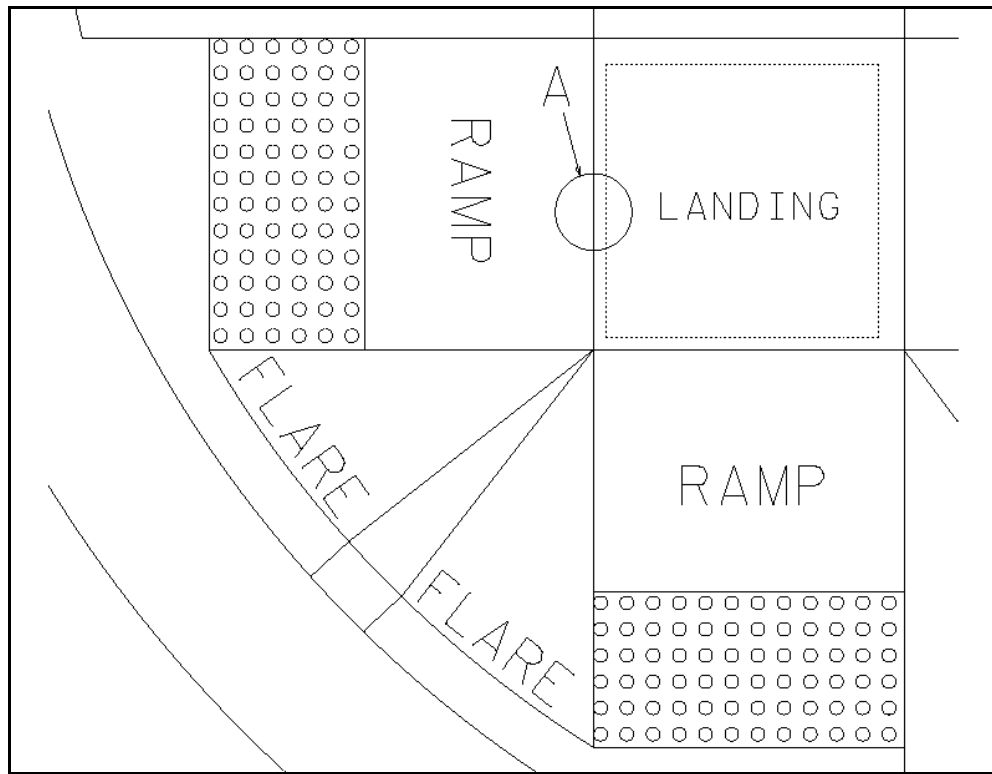


Figure 10a - Spec 2521.3d

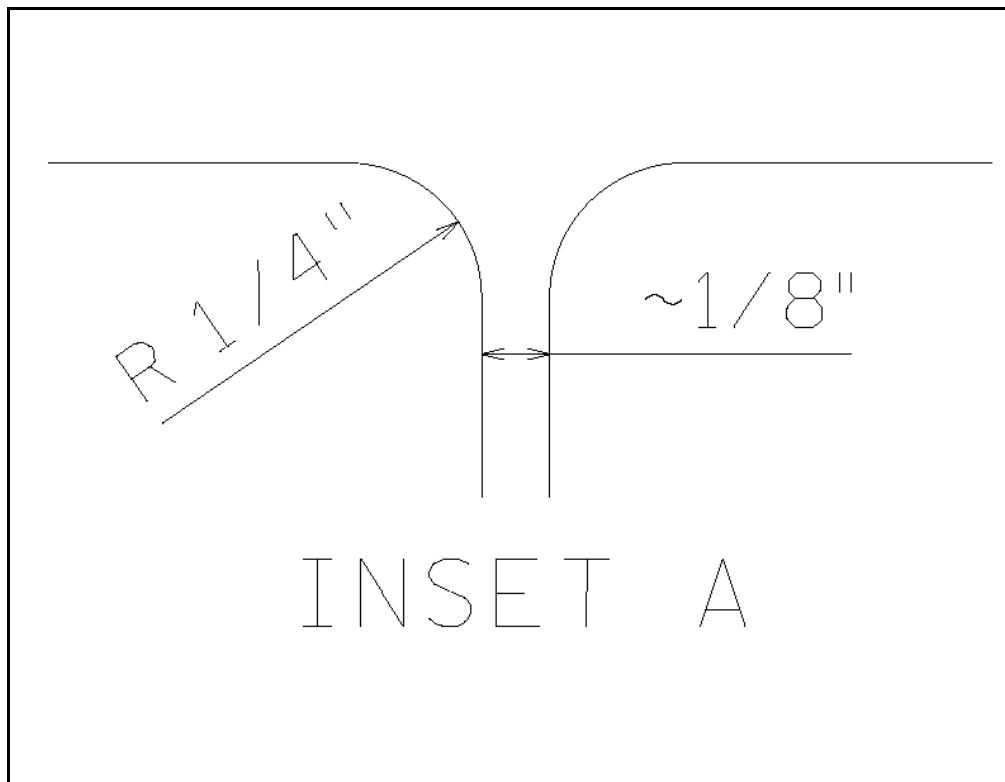


Figure 10b - Spec 2521.3d (allowable joint displacement)