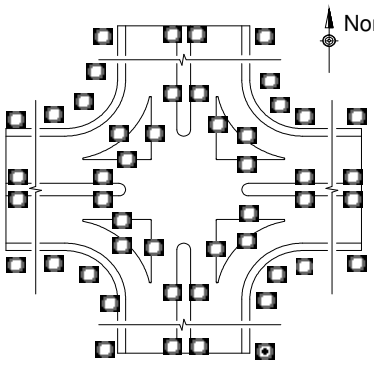
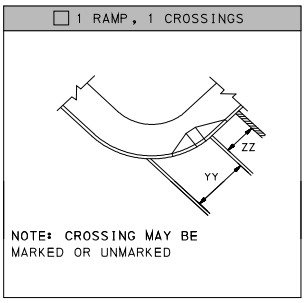
CS-4401 (1-11)

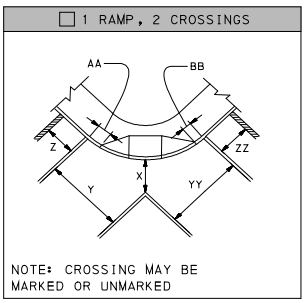
pennsylvania
DEPARTMENT OF TRANSPORTATION

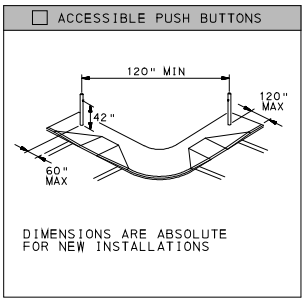
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	05	24		
Field Investigators 1	Aaron Adviento				
Field Investigators 2					
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	7				
Number of Photos	3				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	Yes				
Longitudinal / Cross slope in Front of Ramp	3.50	%	0.50	%	
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS #	2599	Alg Δ Grade	12.5	%	
Intersection Ramp # of #		7	7		
*Ramp Location (Use Figure Below)			15		
*Curb Ramp Type	Type 1				
*North Leg	62nd	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Woodland	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	62nd	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Woodland	(segment)	(offset)		
*West Leg Desc.	Ave				









Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-62ndSt-WoodlandAve-62ndSt-WoodlandAve-2024-05-24-15-Type1	
* Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Non-Compliant	

pennsylvania
DEPARTMENT OF TRANSPORTATION

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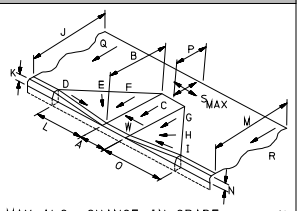
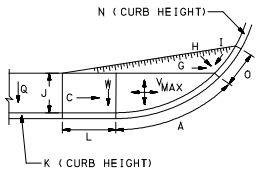
☐ TYPE 1



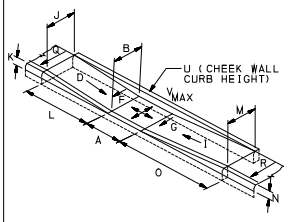
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



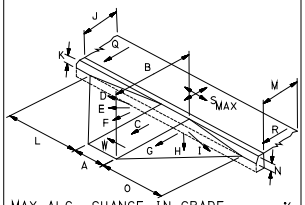
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



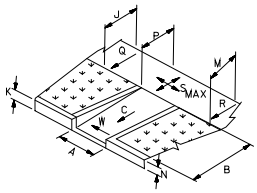
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



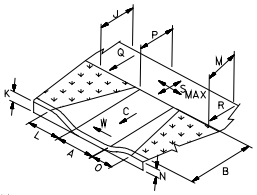
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



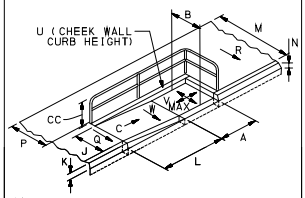
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



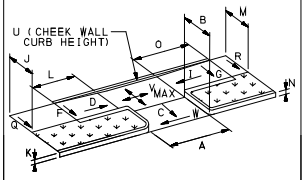
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



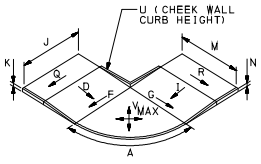
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



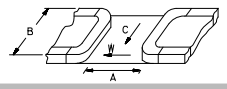
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

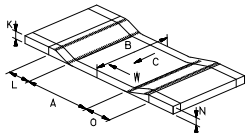
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



(insert comments below)

	"0.00" inches or %		
*	A	48	(IN)
*	B	109	(IN)
*	C	10.10	(%)
*	D	6.30	(%)
	E		(%)
*	F	10.10	(%)
*	G	10.10	(%)
	H		(%)
*	I	4.00	(%)
*	J	138	(IN)
	K	2	(IN)
	L	24	(IN)
*	M	206	(IN)
	N	2	(IN)
	O	70	(IN)
*	P	48	(IN)
*	Q	6.05	(%)
*	R	6.66	(%)
*	S	4.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.50	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

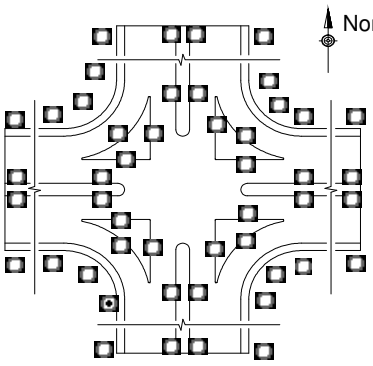
Insert Picture 6

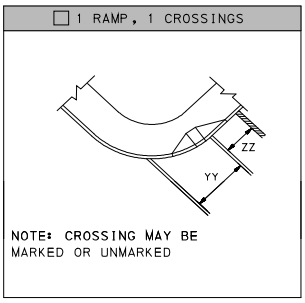
CS-4401 (1-11)

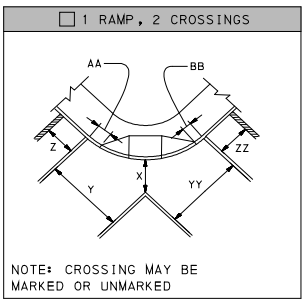
pennsylvania
DEPARTMENT OF TRANSPORTATION

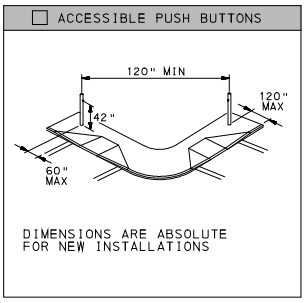
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	05	24	
Field Investigators 1	Aaron Adviento			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	1			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	1.70	%	0.80	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS # 2599	Alg Δ Grade	11.3 %		
Intersection Ramp # of #	5	7		
*Ramp Location (Use Figure Below)		17		
*Curb Ramp Type	Type 1			
*North Leg	Cemetary	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Woodland	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Cemetary	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Woodland	(segment)	(offset)	
*West Leg Desc.	Ave			









Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-CemeterySt-WoodlandAve-CemeterySt-WoodlandAve-2024-05-24-17-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Non-Compliant

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DEPARTMENT OF TRANSPORTATION

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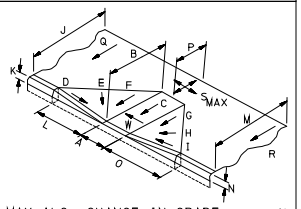
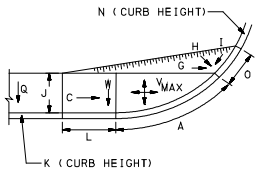
☐ TYPE 1



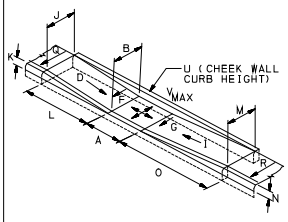
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



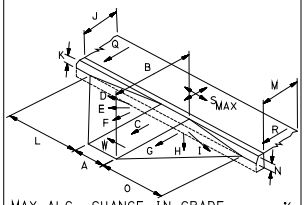
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



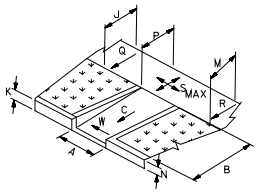
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



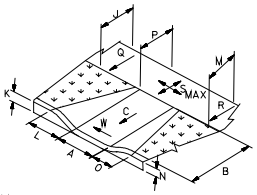
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



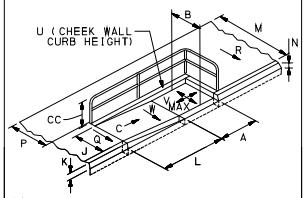
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



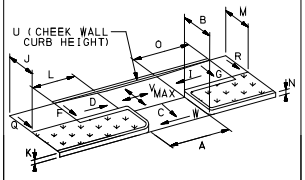
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



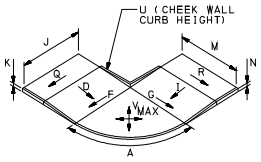
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



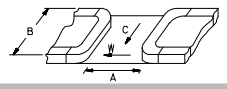
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

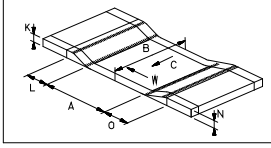
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



(insert comments below)

	"0.00" inches or %		
*	A	48	(IN)
*	B	96	(IN)
*	C	10.20	(%)
*	D	8.00	(%)
	E		(%)
*	F	10.20	(%)
*	G	10.20	(%)
	H		(%)
*	I	8.10	(%)
*	J	204	(IN)
	K	6	(IN)
	L	60	(IN)
*	M	113	(IN)
	N	4	(IN)
	O	36	(IN)
*	P	48	(IN)
*	Q	4.19	(%)
*	R	3.64	(%)
*	S	3.10	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

pennsylvania
DEPARTMENT OF TRANSPORTATION

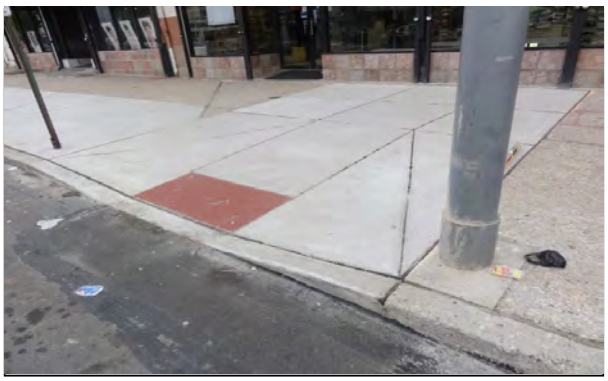
See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5



Insert Picture 3

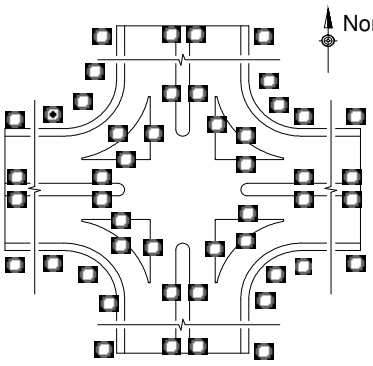
Insert Picture 6

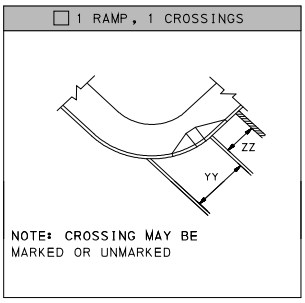
CS-4401 (1-11)

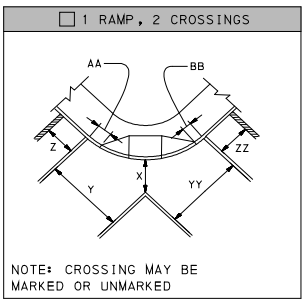
pennsylvania
DEPARTMENT OF TRANSPORTATION

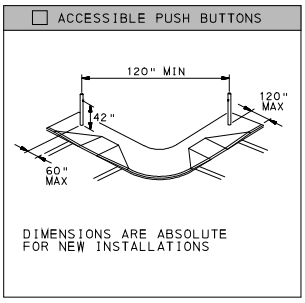
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	05	24	
Field Investigators 1	Aaron Adviento			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	1			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	2.40 %		1.70 %	
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS # 2599	Alg Δ Grade	9.1 %		
Intersection Ramp # of #	1	2		
*Ramp Location (Use Figure Below)		02		
*Curb Ramp Type	Type 1			
*North Leg	Alden	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Woodland	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Alden	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Woodland	(segment)	(offset)	
*West Leg Desc.	Ave			









Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-AldenSt-WoodlandAve-AldenSt-WoodlandAve-2024-05-24-2-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

pennsylvania
DEPARTMENT OF TRANSPORTATION

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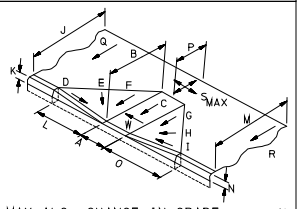
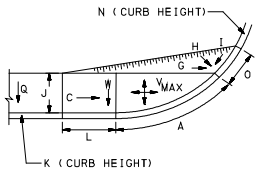
☐ TYPE 1



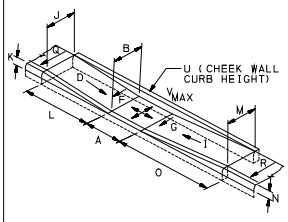
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



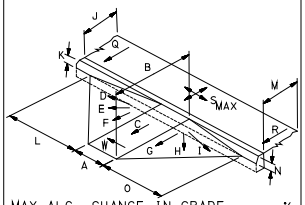
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



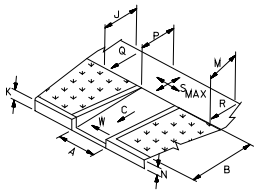
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



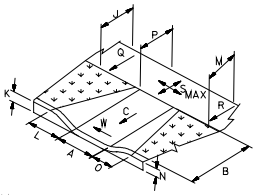
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



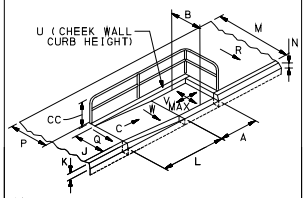
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



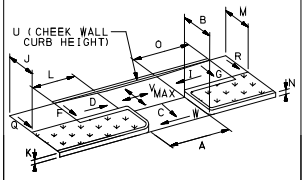
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



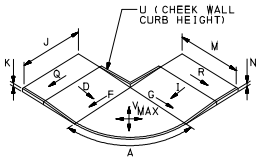
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



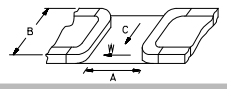
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

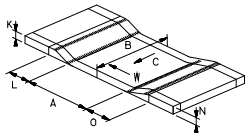
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



(insert comments below)

	"0.00" inches or %		
*	A	48	(IN)
*	B	72	(IN)
*	C	7.70	(%)
*	D	3.30	(%)
	E		(%)
*	F	7.70	(%)
*	G	7.70	(%)
	H		(%)
*	I	7.60	(%)
*	J	112	(IN)
	K	4	(IN)
	L	36	(IN)
*	M	149	(IN)
	N	5	(IN)
	O	60	(IN)
*	P	48	(IN)
*	Q	7.14	(%)
*	R	5.17	(%)
*	S	1.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.70	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (1-11)

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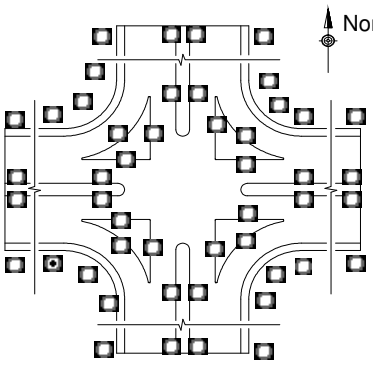
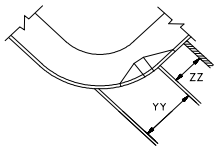
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	05	24	
Field Investigators 1	Aaron Adviento			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	2			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	0.90	%	1.10	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS # 2599	Alg Δ Grade	7.3 %		
Intersection Ramp # of #	2	2		
*Ramp Location (Use Figure Below)		19		
*Curb Ramp Type	Type 1			
*North Leg	Alden	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Woodland	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Alden	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Woodland	(segment)	(offset)	
*West Leg Desc.	Ave			

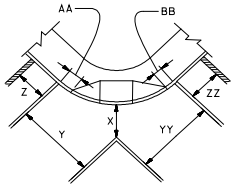


☐ 1 RAMP, 1 CROSSINGS



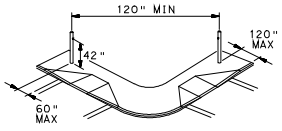
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-AldenSt-WoodlandAve-AldenSt-WoodlandAve-2024-05-24-19-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Non-Compliant

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DEPARTMENT OF TRANSPORTATION

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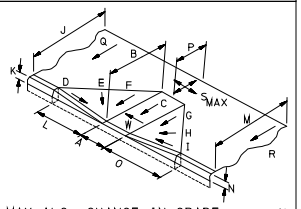
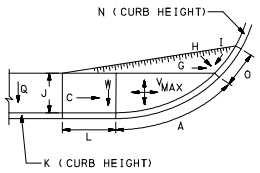
☐ TYPE 1



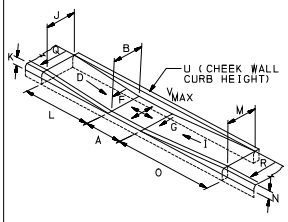
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



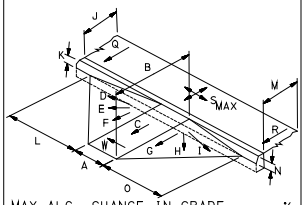
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



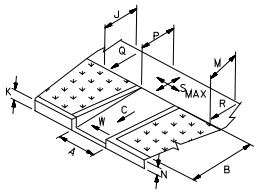
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



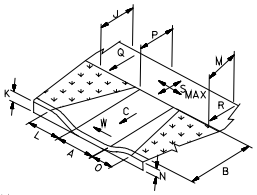
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



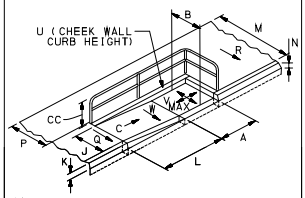
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



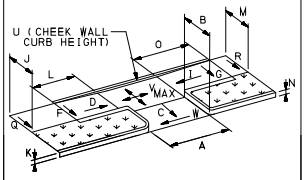
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



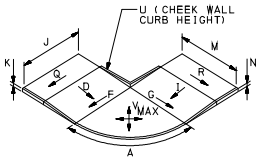
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



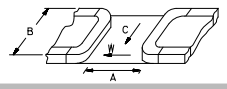
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

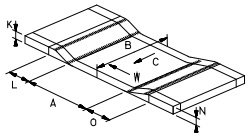
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	24	(IN)
*	C	6.40	(%)
*	D	2.60	(%)
	E		(%)
*	F	6.40	(%)
*	G	6.40	(%)
	H		(%)
*	I	3.40	(%)
*	J	146	(IN)
	K	3	(IN)
	L	24	(IN)
*	M	78	(IN)
	N	2	(IN)
	O	24	(IN)
*	P	48	(IN)
*	Q	6.22	(%)
*	R	6.11	(%)
*	S	2.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.50	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (1-11)

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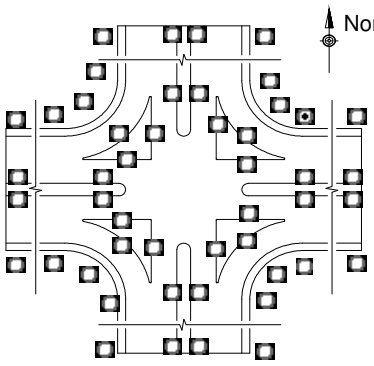
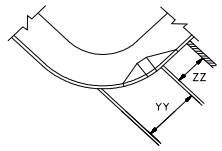
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	05	24	
Field Investigators 1	Aaron Adviento			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	3			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	4.30	%	0.50	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS # 2599	Alg Δ Grade	12.1 %		
Intersection Ramp # of #	3	4		
*Ramp Location (Use Figure Below)		09		
*Curb Ramp Type	Type 1			
*North Leg	Allison	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Woodland	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Allison	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Woodland	(segment)	(offset)	
*West Leg Desc.	Ave			

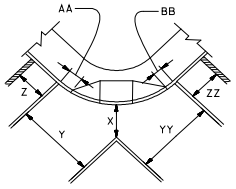


☐ 1 RAMP, 1 CROSSINGS



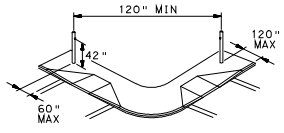
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



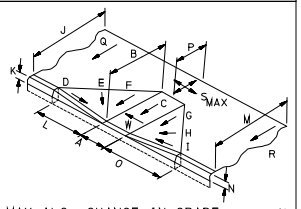
DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-AllisonSt-WoodlandAve-AllisonSt-WoodlandAve-2024-05-24-9-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

pennsylvania
DEPARTMENT OF TRANSPORTATION

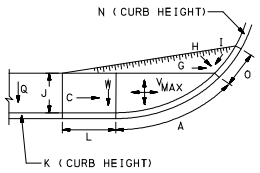
See the last tab of this workbook for instructions

☐ TYPE 1



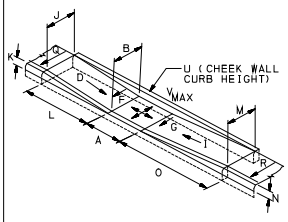
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



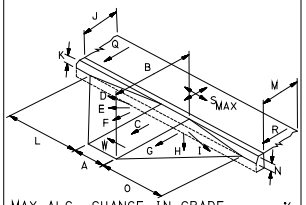
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



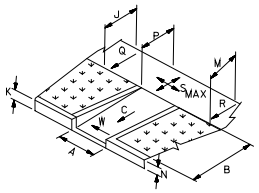
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



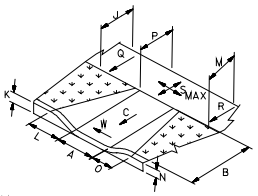
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



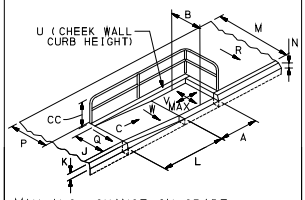
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



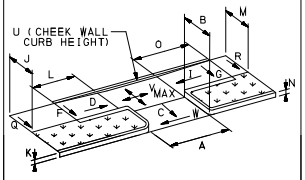
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



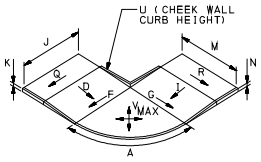
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



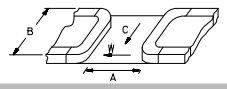
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

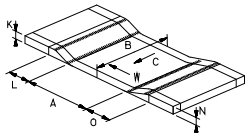
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	42	(IN)
*	C	7.80	(%)
*	D	7.10	(%)
	E		(%)
*	F	7.80	(%)
*	G	7.80	(%)
	H		(%)
*	I	4.00	(%)
*	J	150	(IN)
	K	3	(IN)
	L	36	(IN)
*	M	114	(IN)
	N	2	(IN)
	O	24	(IN)
*	P	48	(IN)
*	Q	6.62	(%)
*	R	4.98	(%)
*	S	1.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.60	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (1-11)

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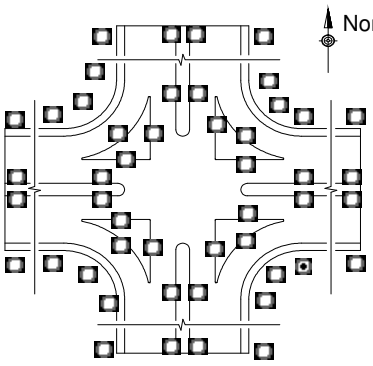
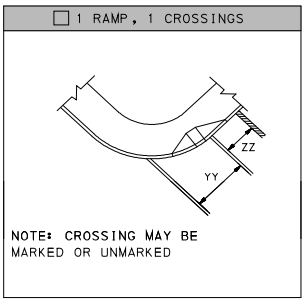
DEPARTMENT OF TRANSPORTATION

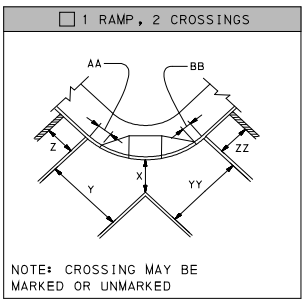
See the last tab of this workbook for instructions

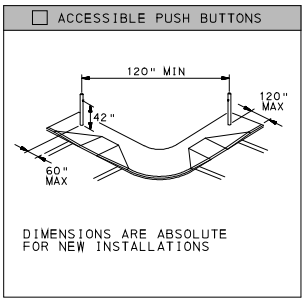
*Date of Investigation (yyyy mm dd)	2024	05	24	
Field Investigators 1	Aaron Adviento			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	4			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	0.40	%	0.30	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #	2599	Alg Δ Grade	6.0	%
Intersection Ramp # of #		4	4	
*Ramp Location (Use Figure Below)			12	
*Curb Ramp Type	Type 1			
*North Leg	Allison	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Woodland	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Allison	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Woodland	(segment)	(offset)	
*West Leg Desc.	Ave			







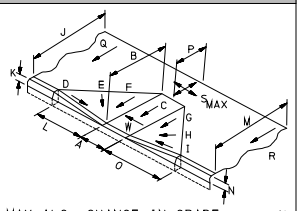


Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-AllisonSt-WoodlandAve-AllisonSt-WoodlandAve-2024-05-24-12-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

pennsylvania
DEPARTMENT OF TRANSPORTATION

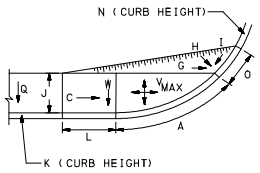
See the last tab of this workbook for instructions

☐ TYPE 1



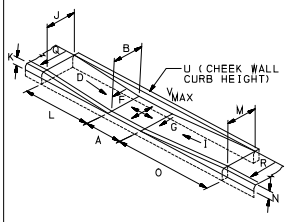
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



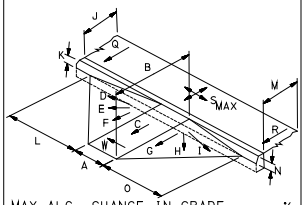
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



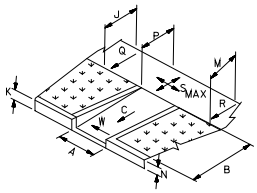
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



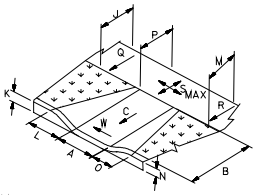
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



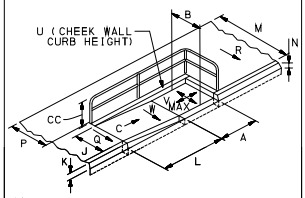
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



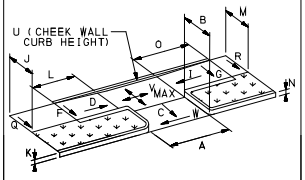
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



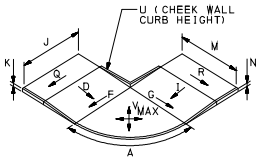
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



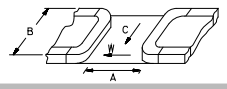
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

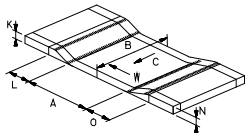
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



(insert comments below)

	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	5.60	(%)
*	D	3.40	(%)
	E		(%)
*	F	5.60	(%)
*	G	5.60	(%)
	H		(%)
*	I	5.90	(%)
*	J	92	(IN)
	K	2	(IN)
	L	24	(IN)
*	M	184	(IN)
	N	4	(IN)
	O	36	(IN)
*	P	48	(IN)
*	Q	6.53	(%)
*	R	2.40	(%)
*	S	1.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 2

Insert Picture 3

Insert Picture 4

Insert Picture 5

Insert Picture 6

CS-4401 (1-11)

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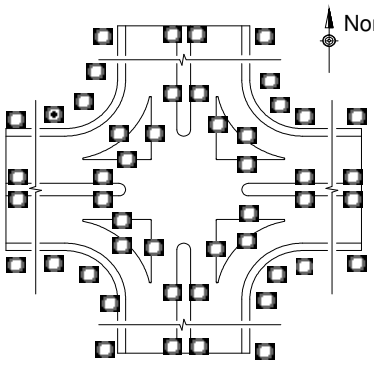
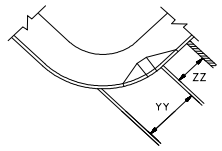
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	05	24	
Field Investigators 1	Aaron Adviento			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	1			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	-0.50	%	0.90	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS # 2599	Alg Δ Grade	6.6 %		
Intersection Ramp # of #	1	2		
*Ramp Location (Use Figure Below)		02		
*Curb Ramp Type	Type 1			
*North Leg	Cecil	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Woodland	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Cecil	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Woodland	(segment)	(offset)	
*West Leg Desc.	Ave			

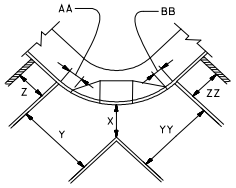


☐ 1 RAMP, 1 CROSSINGS



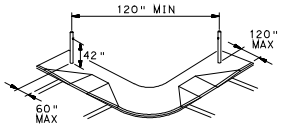
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-CecilSt-WoodlandAve-CecilSt-WoodlandAve-2024-05-24-2-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

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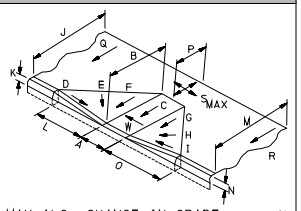
DEPARTMENT OF TRANSPORTATION

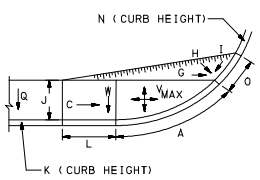
See the last tab of this workbook for instructions

☐ TYPE 1



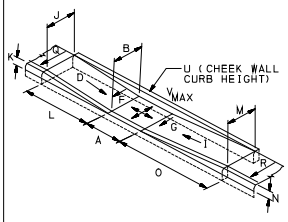
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



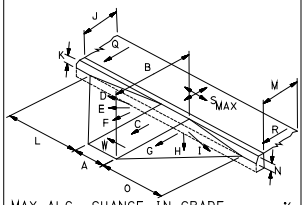
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



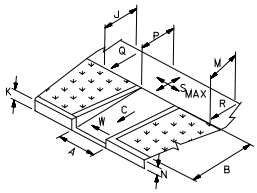
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



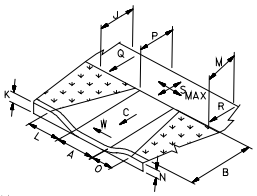
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



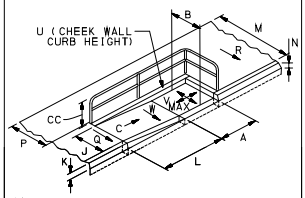
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



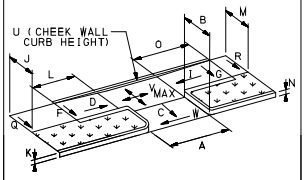
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



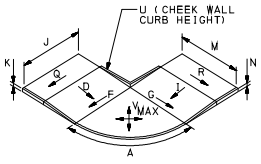
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



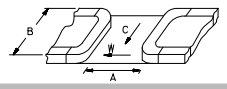
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

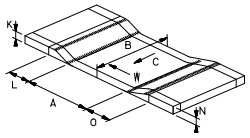
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	74	(IN)
*	C	7.70	(%)
*	D	5.30	(%)
	E		(%)
*	F	7.70	(%)
*	G	7.70	(%)
	H		(%)
*	I	7.70	(%)
*	J	88	(IN)
	K	4	(IN)
	L	36	(IN)
*	M	151	(IN)
	N	4	(IN)
	O	48	(IN)
*	P	48	(IN)
*	Q	8.50	(%)
*	R	4.43	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 2

Insert Picture 3

Insert Picture 4

Insert Picture 5

Insert Picture 6

CS-4401 (1-11)

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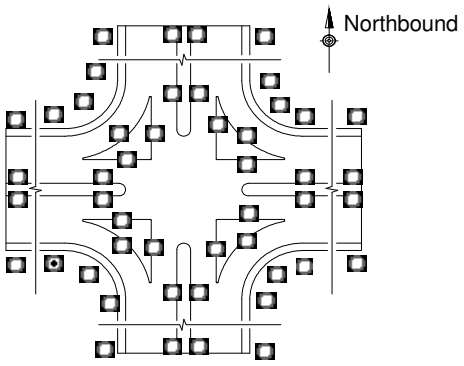
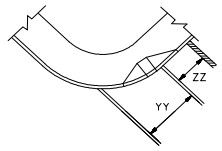
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	05	24	
Field Investigators 1	Aaron Adviento			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	2			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	-0.80	%	0.80	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS # 2599	Alg Δ Grade	6.9 %		
Intersection Ramp # of #	2	2		
*Ramp Location (Use Figure Below)		19		
*Curb Ramp Type	Type 1			
*North Leg	Cecil	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Woodland	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Cecil	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Woodland	(segment)	(offset)	
*West Leg Desc.	Ave			

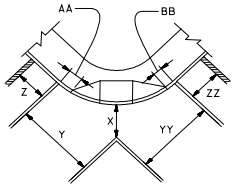


☐ 1 RAMP, 1 CROSSINGS



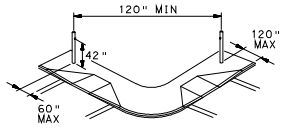
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-CecilSt-WoodlandAve-CecilSt-WoodlandAve-2024-05-24-19-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

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DEPARTMENT OF TRANSPORTATION

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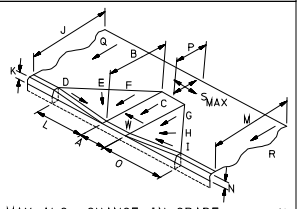
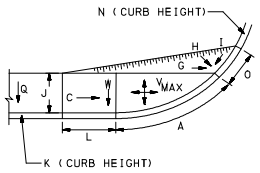
☐ TYPE 1



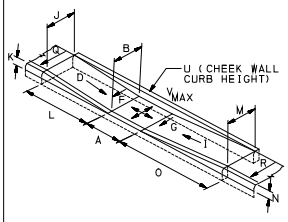
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



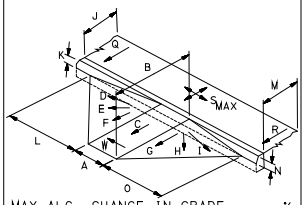
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



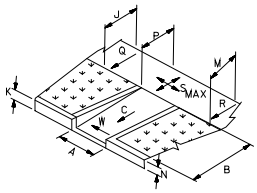
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



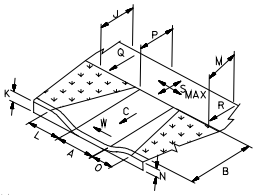
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



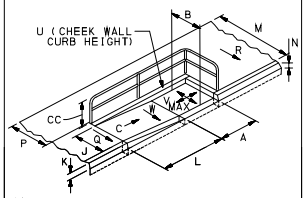
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



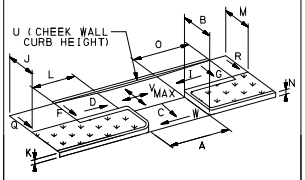
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



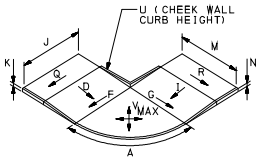
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



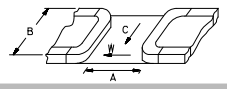
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

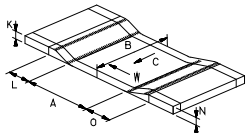
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



(insert comments below)

	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	7.70	(%)
*	D	6.20	(%)
	E		(%)
*	F	7.70	(%)
*	G	7.70	(%)
	H		(%)
*	I	6.80	(%)
*	J	206	(IN)
	K	3	(IN)
	L	24	(IN)
*	M	88	(IN)
	N	2	(IN)
	O	24	(IN)
*	P	48	(IN)
*	Q	6.32	(%)
*	R	6.16	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (1-11)

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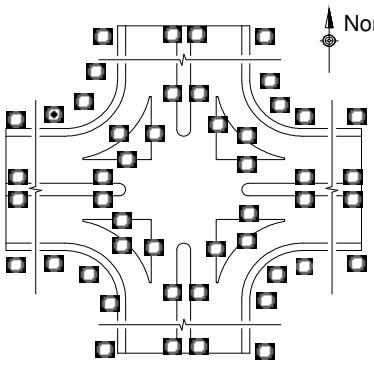
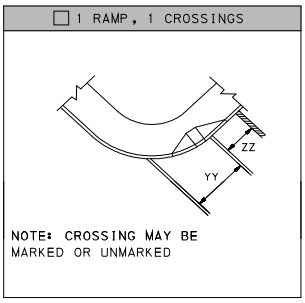
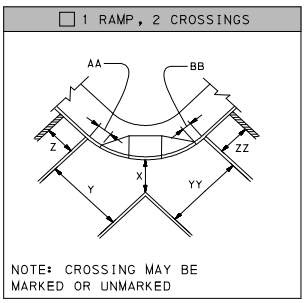
DEPARTMENT OF TRANSPORTATION

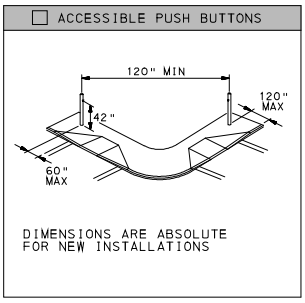
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2016	05	04	
Field Investigators 1	Aaron Adviento			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	1			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	3.00 %		2.50 %	
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS # 2599	Alg Δ Grade	9.2 %		
Intersection Ramp # of #	1	4		
*Ramp Location (Use Figure Below)		02		
*Curb Ramp Type	Type 1			
*North Leg	Conestoga	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Woodland	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Conestoga	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Woodland	(segment)	(offset)	
*West Leg Desc.	Ave			









Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-ConestogaSt-WoodlandAve-ConestogaSt-WoodlandAve-2016-05-04-2-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Non-Compliant

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DEPARTMENT OF TRANSPORTATION

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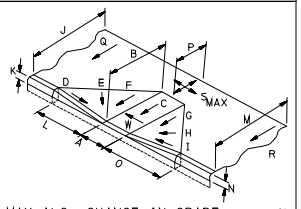
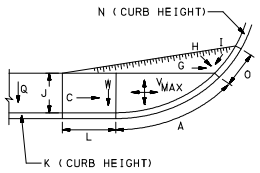
☐ TYPE 1



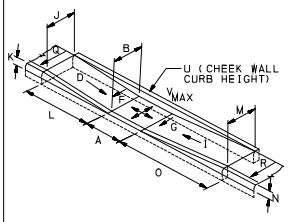
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



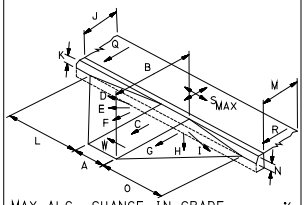
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



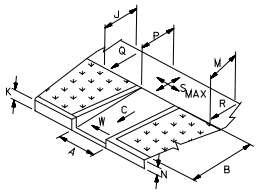
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



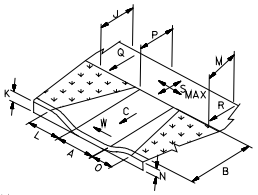
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



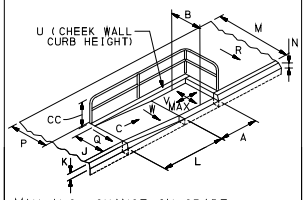
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



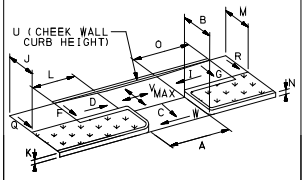
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



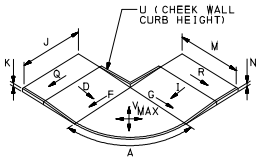
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



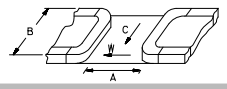
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

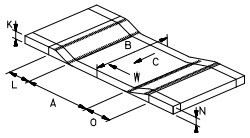
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	59	(IN)
*	C	6.60	(%)
*	D	7.60	(%)
	E		(%)
*	F	6.60	(%)
*	G	6.60	(%)
	H		(%)
*	I	5.50	(%)
*	J	108	(IN)
	K	3	(IN)
	L	24	(IN)
*	M	212	(IN)
	N	2	(IN)
	O	24	(IN)
*	P	48	(IN)
*	Q	4.23	(%)
*	R	2.62	(%)
*	S	1.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.50	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (1-11)

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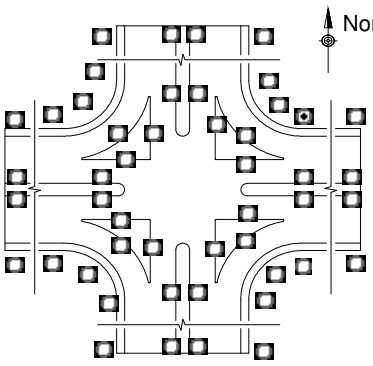
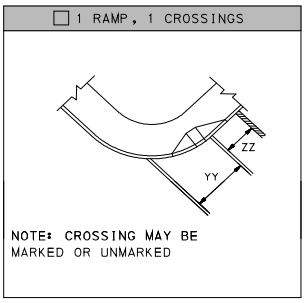
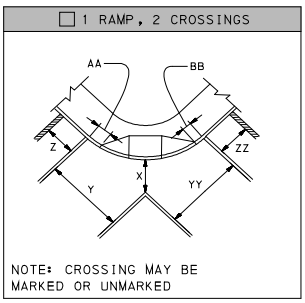
DEPARTMENT OF TRANSPORTATION

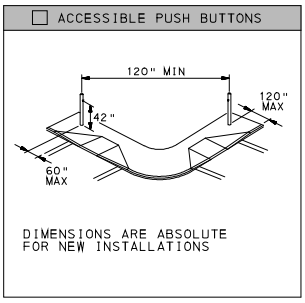
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2016	05	04	
Field Investigators 1	Aaron Adviento			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	2			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	2.40	%	1.00	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS # 2599	Alg Δ Grade	8.1 %		
Intersection Ramp # of #	2	4		
*Ramp Location (Use Figure Below)		09		
*Curb Ramp Type	Type 1			
*North Leg	Conestoga	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Woodland	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Conestoga	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Woodland	(segment)	(offset)	
*West Leg Desc.	Ave			









Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-ConestogaSt-WoodlandAve-ConestogaSt-WoodlandAve-2016-05-04-9-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

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DEPARTMENT OF TRANSPORTATION

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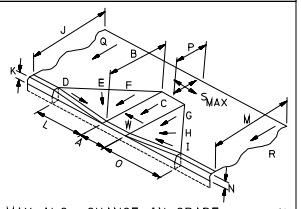
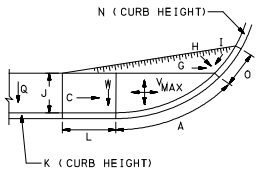
☐ TYPE 1



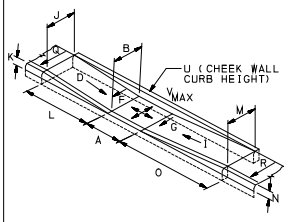
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



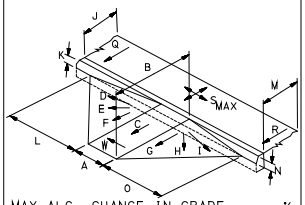
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



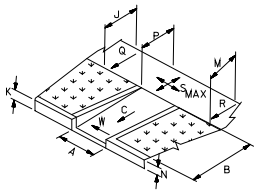
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



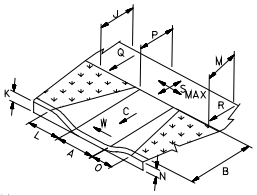
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



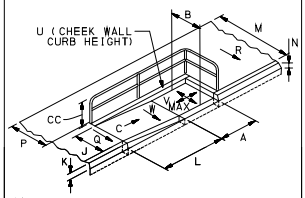
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



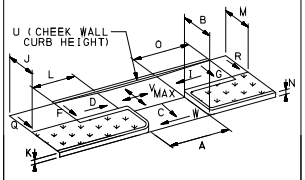
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



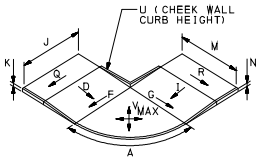
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



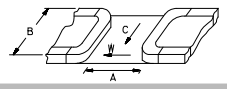
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

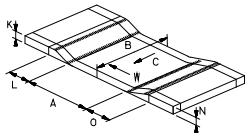
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



(insert comments below)

	"0.00" inches or %		
*	A	48	(IN)
*	B	38	(IN)
*	C	5.70	(%)
*	D	4.40	(%)
	E		(%)
*	F	5.70	(%)
*	G	5.70	(%)
	H		(%)
*	I	3.40	(%)
*	J	209	(IN)
	K	3	(IN)
	L	36	(IN)
*	M	133	(IN)
	N	2	(IN)
	O	24	(IN)
*	P	48	(IN)
*	Q	4.22	(%)
*	R	5.61	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (1-11)

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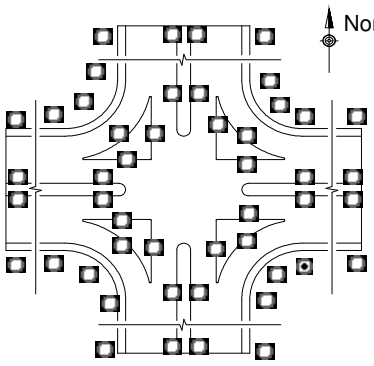
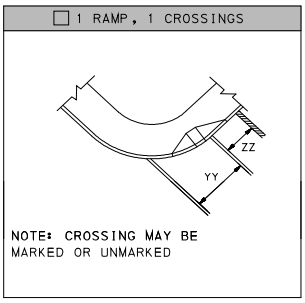
DEPARTMENT OF TRANSPORTATION

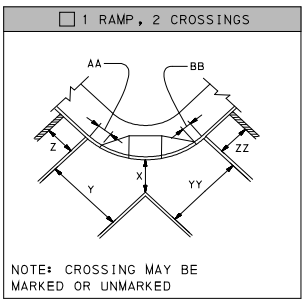
See the last tab of this workbook for instructions

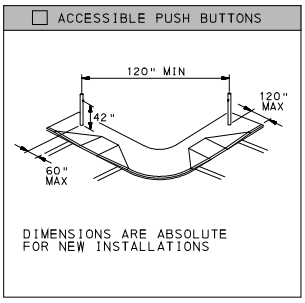
*Date of Investigation (yyyy mm dd)	2024	05	24	
Field Investigators 1	Aaron Adviento			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	3			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	3.10	%	1.00	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #	2599	Alg Δ Grade	9.6	%
Intersection Ramp # of #		3	4	
*Ramp Location (Use Figure Below)			12	
*Curb Ramp Type	Type 1			
*North Leg	Conestoga	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Woodland	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Conestoga	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Woodland	(segment)	(offset)	
*West Leg Desc.	Ave			









Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-ConestogaSt-WoodlandAve-ConestogaSt-WoodlandAve-2024-05-24-12-Type1	
* Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	

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DEPARTMENT OF TRANSPORTATION

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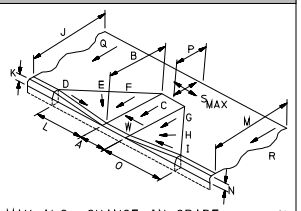
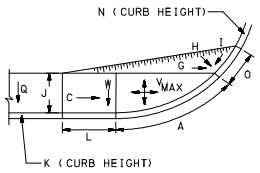
☐ TYPE 1



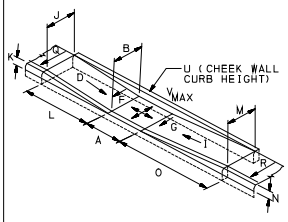
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



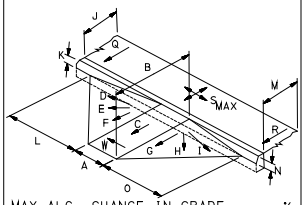
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



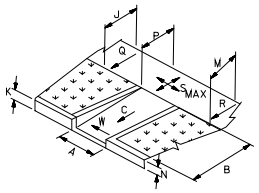
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



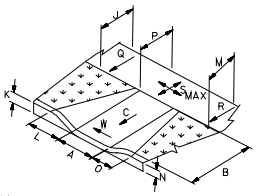
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



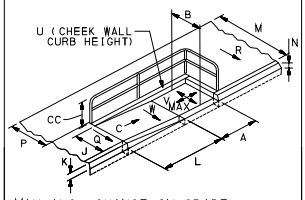
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



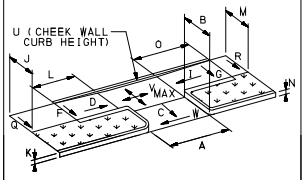
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



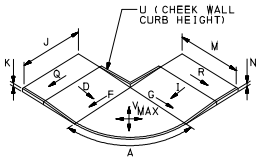
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



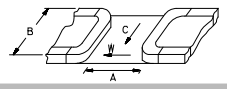
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

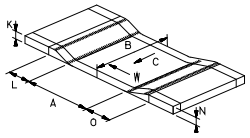
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	6.50	(%)
*	D	2.00	(%)
	E		(%)
*	F	6.50	(%)
*	G	6.50	(%)
	H		(%)
*	I	7.10	(%)
*	J	114	(IN)
	K	2	(IN)
	L	24	(IN)
*	M	96	(IN)
	N	3	(IN)
	O	36	(IN)
*	P	48	(IN)
*	Q	4.98	(%)
*	R	5.47	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (1-11)

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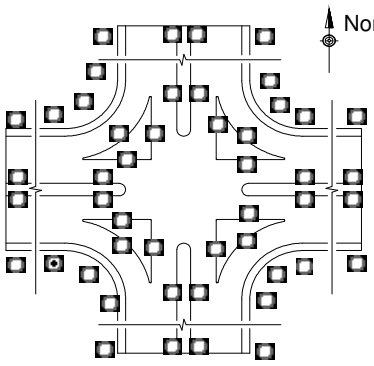
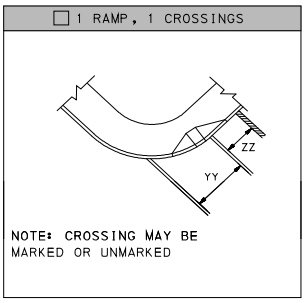
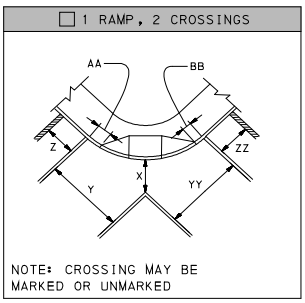
DEPARTMENT OF TRANSPORTATION

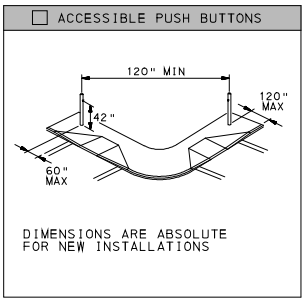
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	05	24	
Field Investigators 1	Aaron Adviento			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	4			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	0.60	%	2.00	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS # 2599	Alg Δ Grade	6.7 %		
Intersection Ramp # of #	4	4		
*Ramp Location (Use Figure Below)		19		
*Curb Ramp Type	Type 1			
*North Leg	Conestoga	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Woodland	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Conestoga	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Woodland	(segment)	(offset)	
*West Leg Desc.	Ave			









Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-ConestogaSt-WoodlandAve-ConestogaSt-WoodlandAve-2024-05-24-19-Type1	
* Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Non-Compliant	

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DEPARTMENT OF TRANSPORTATION

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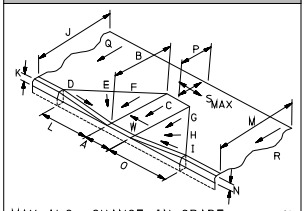
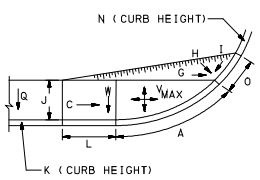
☐ TYPE 1



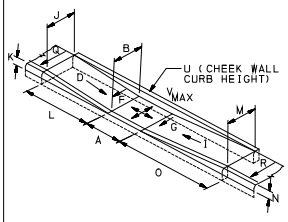
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



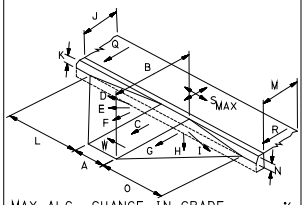
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



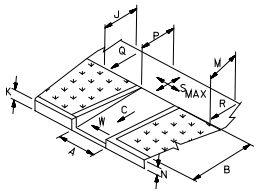
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



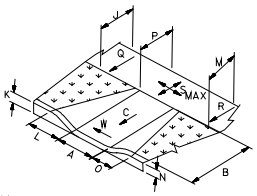
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



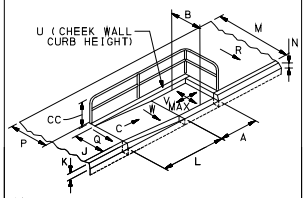
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



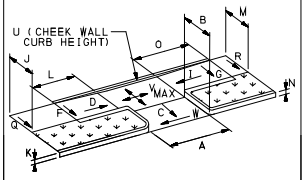
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



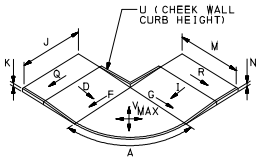
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



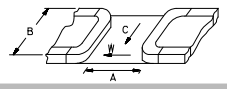
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

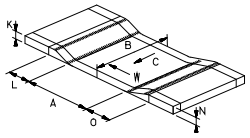
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



(insert comments below)

	"0.00" inches or %		
*	A	48	(IN)
*	B	52	(IN)
*	C	7.70	(%)
*	D	8.30	(%)
	E		(%)
*	F	7.70	(%)
*	G	7.70	(%)
	H		(%)
*	I	1.70	(%)
*	J	148	(IN)
	K	2	(IN)
	L	24	(IN)
*	M	113	(IN)
	N	2	(IN)
	O	24	(IN)
*	P	48	(IN)
*	Q	5.20	(%)
*	R	5.75	(%)
*	S	2.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 2

Insert Picture 3

Insert Picture 4

Insert Picture 5

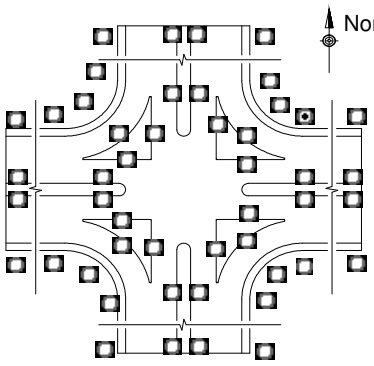
Insert Picture 6

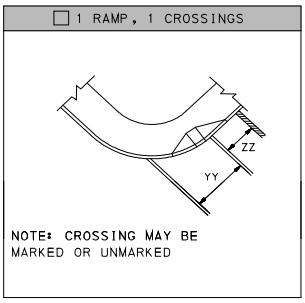
CS-4401 (1-11)

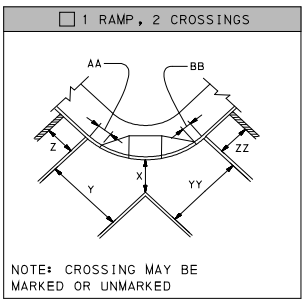
pennsylvania
DEPARTMENT OF TRANSPORTATION

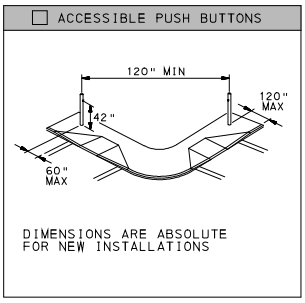
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	05	24	
Field Investigators 1	Aaron Adviento			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	1			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	1.20	%	2.00	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS # 2599	Alg Δ Grade	7.7 %		
Intersection Ramp # of #	1	2		
*Ramp Location (Use Figure Below)		09		
*Curb Ramp Type	Type 1			
*North Leg	Felton	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Woodland	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Felton	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Woodland	(segment)	(offset)	
*West Leg Desc.	Ave			









Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-FeltonSt-WoodlandAve-FeltonSt-WoodlandAve-2024-05-24-9-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

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DEPARTMENT OF TRANSPORTATION

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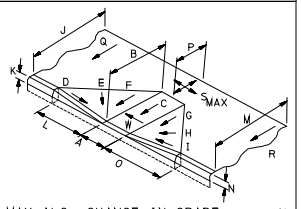
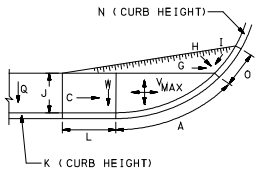
☐ TYPE 1



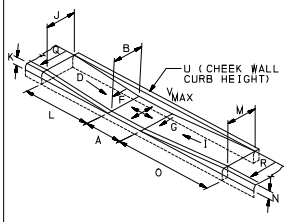
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



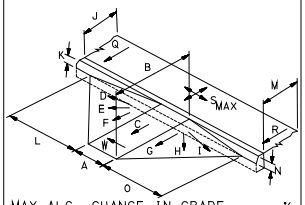
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



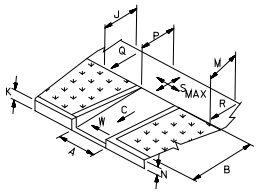
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



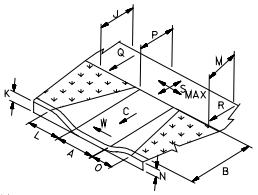
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



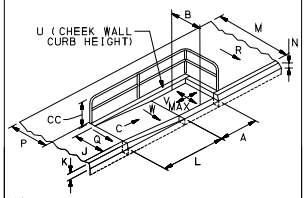
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



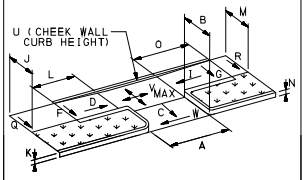
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



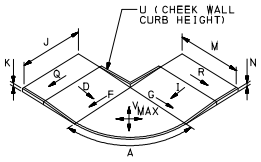
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



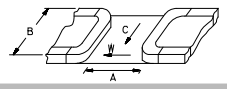
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

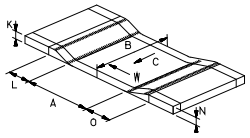
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



(insert comments below)

	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	7.00	(%)
*	D	6.30	(%)
	E		(%)
*	F	7.00	(%)
*	G	7.00	(%)
	H		(%)
*	I	4.90	(%)
*	J	204	(IN)
	K	3	(IN)
	L	36	(IN)
*	M	112	(IN)
	N	3	(IN)
	O	24	(IN)
*	P	48	(IN)
*	Q	3.14	(%)
*	R	4.62	(%)
*	S	1.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 2

Insert Picture 3

Insert Picture 4

Insert Picture 5

Insert Picture 6

CS-4401 (1-11)

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DEPARTMENT OF TRANSPORTATION

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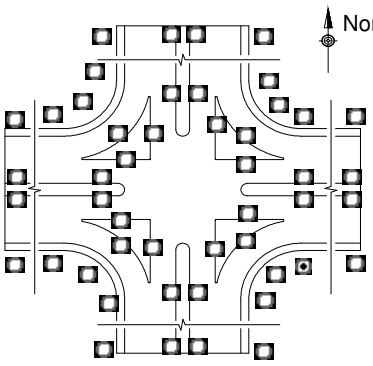
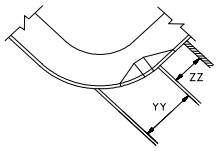
*Date of Investigation (yyyy mm dd)	2024	05	24	
Field Investigators 1	Aaron Adviento			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	2			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	3.50	%	2.40	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS # 2599	Alg Δ Grade	10.5 %		
Intersection Ramp # of #	2	2		
*Ramp Location (Use Figure Below)		12		
*Curb Ramp Type	Type 1			
*North Leg	Felton	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Woodland	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Felton	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Woodland	(segment)	(offset)	
*West Leg Desc.	Ave			

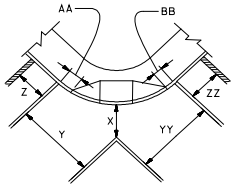


☐ 1 RAMP, 1 CROSSINGS



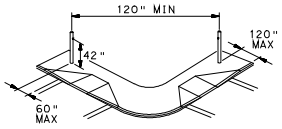
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-FeltonSt-WoodlandAve-FeltonSt-WoodlandAve-2024-05-24-12-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Non-Compliant

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DEPARTMENT OF TRANSPORTATION

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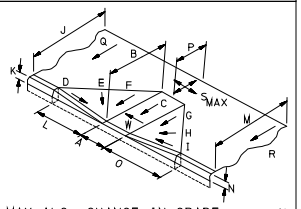
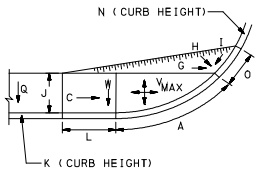
☐ TYPE 1



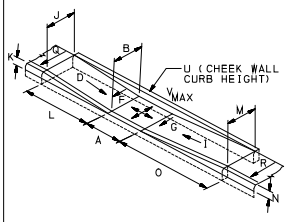
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



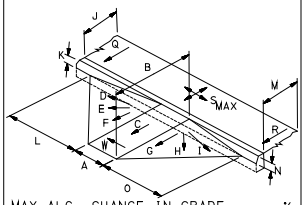
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



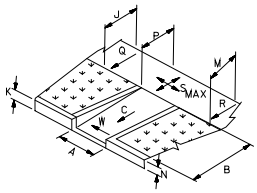
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



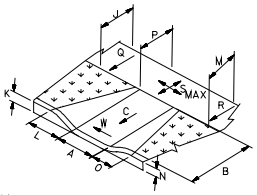
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



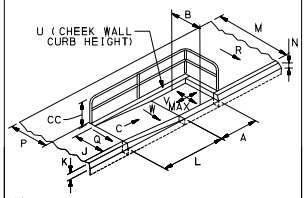
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



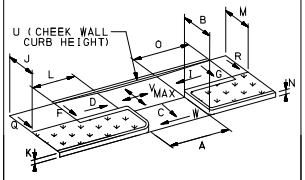
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



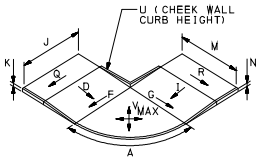
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



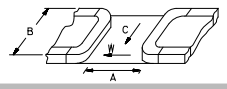
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

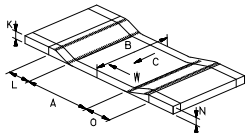
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



(insert comments below)

	"0.00" inches or %		
*	A	48	(IN)
*	B	72	(IN)
*	C	7.00	(%)
*	D	1.30	(%)
	E		(%)
*	F	7.00	(%)
*	G	7.00	(%)
	H		(%)
*	I	7.90	(%)
*	J	113	(IN)
	K	4	(IN)
	L	42	(IN)
*	M	206	(IN)
	N	4	(IN)
	O	60	(IN)
*	P	48	(IN)
*	Q	6.23	(%)
*	R	2.10	(%)
*	S	2.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.40	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (1-11)

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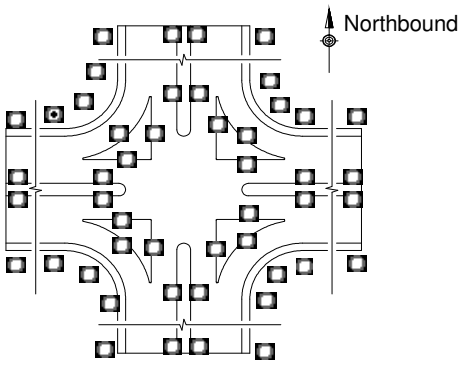
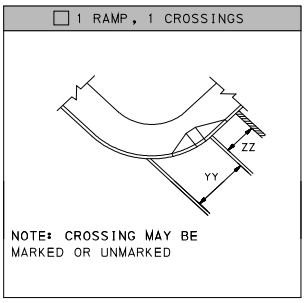
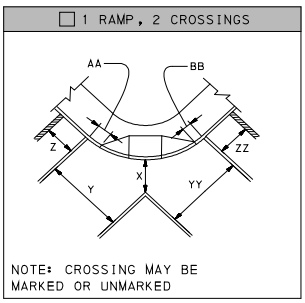
DEPARTMENT OF TRANSPORTATION

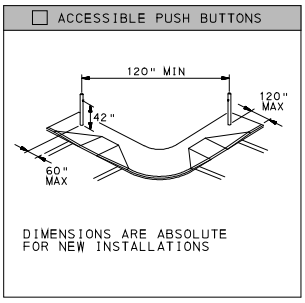
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	05	24	
Field Investigators 1	Aaron Adviento			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	1			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	3.90	%	0.80	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS # 2599	Alg Δ Grade	10.8 %		
Intersection Ramp # of #	1	2		
*Ramp Location (Use Figure Below)		02		
*Curb Ramp Type	Type 1			
*North Leg	Frazier	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Woodland	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Frazier	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Woodland	(segment)	(offset)	
*West Leg Desc.	Ave			









Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-FrazierSt-WoodlandAve-FrazierSt-WoodlandAve-2024-05-24-2-Type1	
* Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Non-Compliant	

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DEPARTMENT OF TRANSPORTATION

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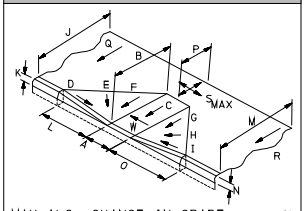
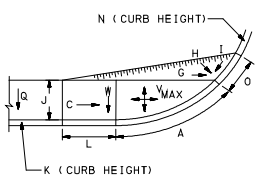
☐ TYPE 1



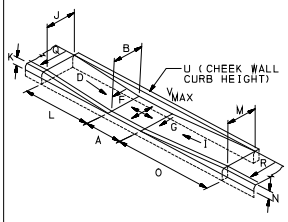
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



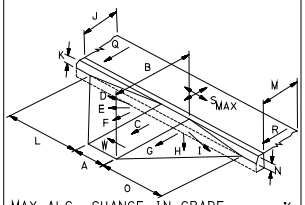
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



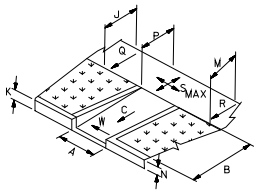
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



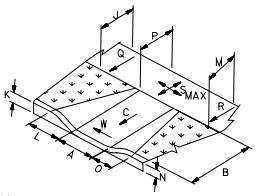
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



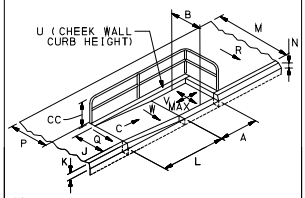
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



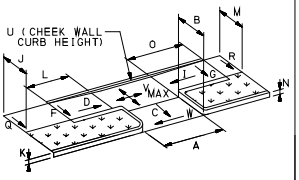
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



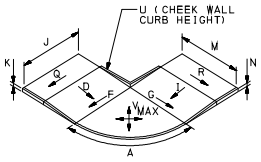
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



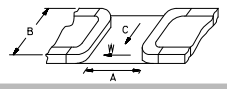
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

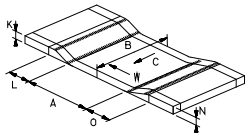
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



(insert comments below)

	"0.00" inches or %		
*	A	48	(IN)
*	B	36	(IN)
*	C	8.70	(%)
*	D	5.70	(%)
	E		(%)
*	F	8.70	(%)
*	G	8.70	(%)
	H		(%)
*	I	8.30	(%)
*	J	68	(IN)
	K	5	(IN)
	L	48	(IN)
*	M	118	(IN)
	N	5	(IN)
	O	48	(IN)
*	P	48	(IN)
*	Q	3.84	(%)
*	R	3.56	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 2

Insert Picture 3

Insert Picture 4

Insert Picture 5

Insert Picture 6

CS-4401 (1-11)

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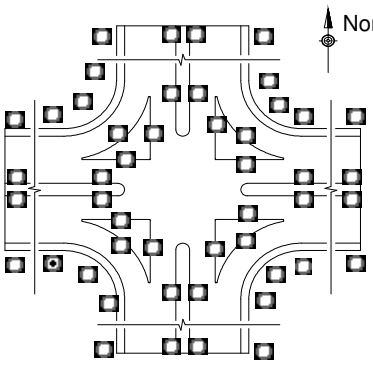
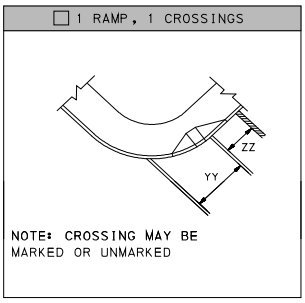
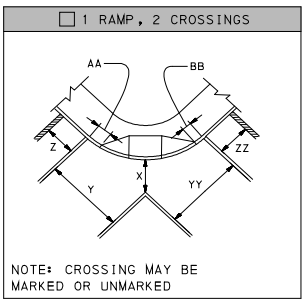
DEPARTMENT OF TRANSPORTATION

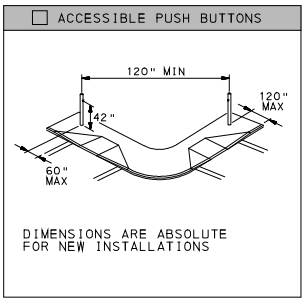
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	05	24	
Field Investigators 1	Aaron Adviento			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	2			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	5.00	%	0.80	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS # 2599	Alg Δ Grade	11.1 %		
Intersection Ramp # of #	2	2		
*Ramp Location (Use Figure Below)		19		
*Curb Ramp Type	Type 1			
*North Leg	Frazier	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Woodland	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Frazier	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Woodland	(segment)	(offset)	
*West Leg Desc.	Ave			







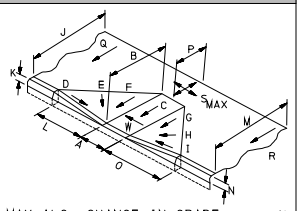


Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-FrazierSt-WoodlandAve-FrazierSt-WoodlandAve-2024-05-24-19-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

pennsylvania
DEPARTMENT OF TRANSPORTATION

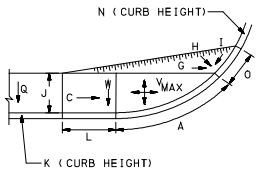
See the last tab of this workbook for instructions

☐ TYPE 1



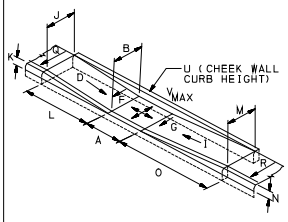
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



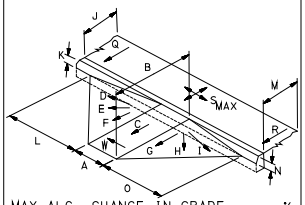
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



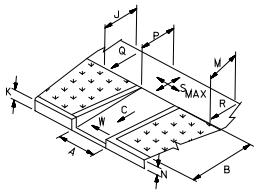
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



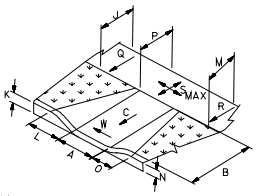
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



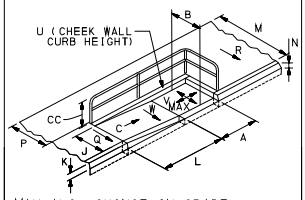
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



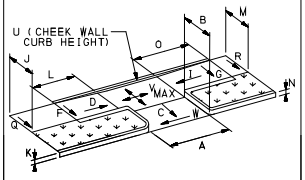
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



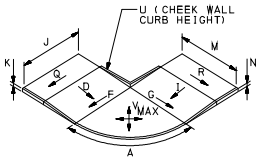
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



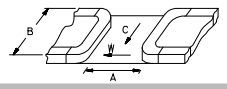
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

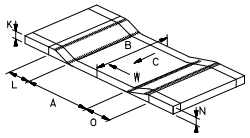
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



(insert comments below)

	"0.00" inches or %		
*	A	48	(IN)
*	B	36	(IN)
*	C	6.10	(%)
*	D	6.70	(%)
	E		(%)
*	F	6.10	(%)
*	G	6.10	(%)
	H		(%)
*	I	7.80	(%)
*	J	112	(IN)
	K	3	(IN)
	L	24	(IN)
*	M	113	(IN)
	N	3	(IN)
	O	36	(IN)
*	P	48	(IN)
*	Q	3.82	(%)
*	R	1.14	(%)
*	S	1.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

C-06-101-60000-FrazierSt-WoodlandAve-FrazierSt-WoodlandAve-2024-05-24-19-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

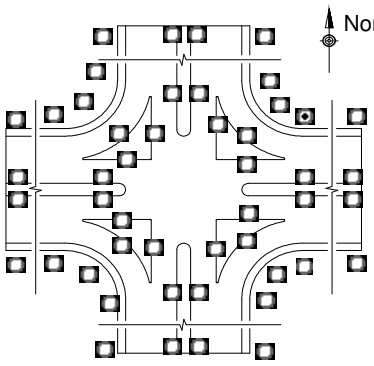
Insert Picture 6

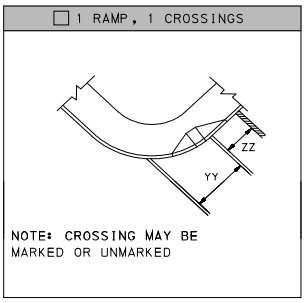
CS-4401 (1-11)

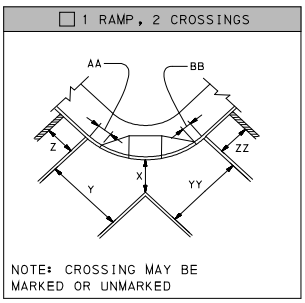
pennsylvania
DEPARTMENT OF TRANSPORTATION

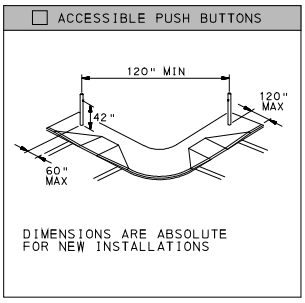
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	05	24	
Field Investigators 1	Aaron Adviento			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	1			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	1.90	%	2.00	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS # 2599	Alg Δ Grade	8.6 %		
Intersection Ramp # of #	1	4		
*Ramp Location (Use Figure Below)		09		
*Curb Ramp Type	Type 1			
*North Leg	Vodges	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Woodland	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Vodges	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Woodland	(segment)	(offset)	
*West Leg Desc.	Ave			







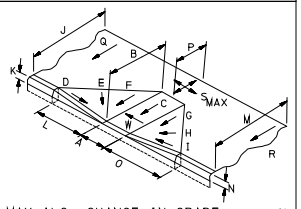


Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-VodgesSt-WoodlandAve-VodgesSt-WoodlandAve-2024-05-24-9-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

pennsylvania
DEPARTMENT OF TRANSPORTATION

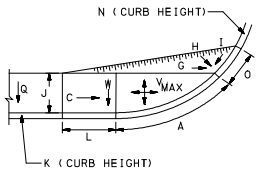
See the last tab of this workbook for instructions

☐ TYPE 1



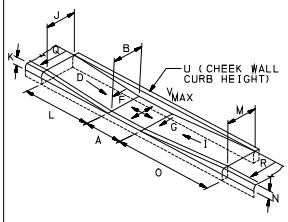
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



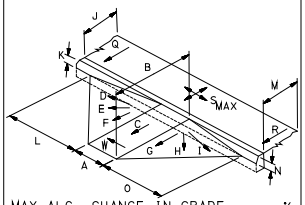
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



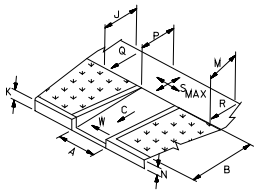
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



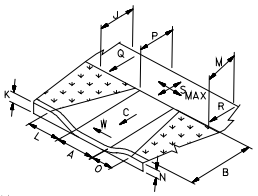
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



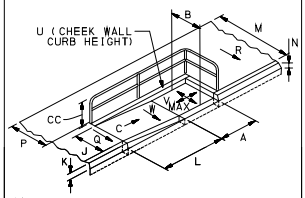
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



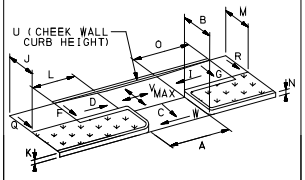
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



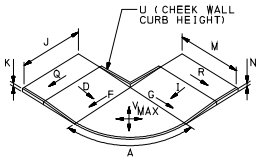
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



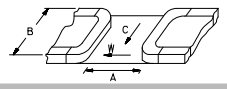
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

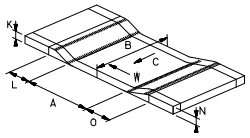
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	36	(IN)
*	C	7.70	(%)
*	D	6.60	(%)
	E		(%)
*	F	7.70	(%)
*	G	7.70	(%)
	H		(%)
*	I	4.90	(%)
*	J	212	(IN)
	K	4	(IN)
	L	48	(IN)
*	M	54	(IN)
	N	3	(IN)
	O	24	(IN)
*	P	48	(IN)
*	Q	2.95	(%)
*	R	4.18	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 2

Insert Picture 3

Insert Picture 4

Insert Picture 5

Insert Picture 6

CS-4401 (1-11)

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DEPARTMENT OF TRANSPORTATION

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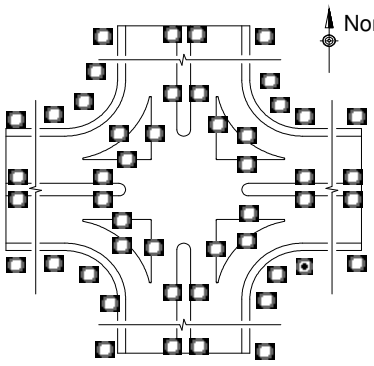
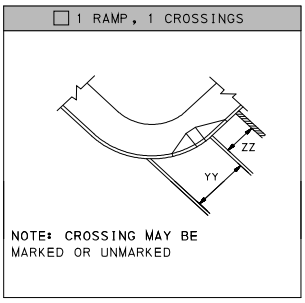
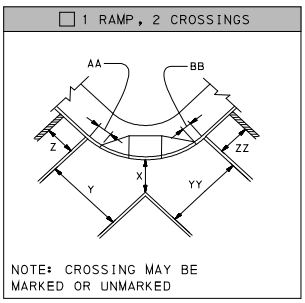
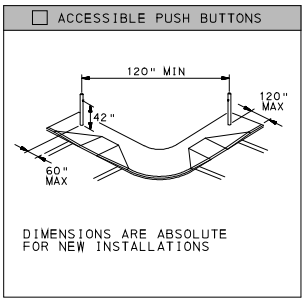
*Date of Investigation (yyyy mm dd)	2024	05	24	
Field Investigators 1	Aaron Adviento			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	2			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	2.50	%	1.90	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS # 2599	Alg Δ Grade	7.5 %		
Intersection Ramp # of #	2	4		
*Ramp Location (Use Figure Below)		12		
*Curb Ramp Type	Type 1			
*North Leg	Vodges	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Woodland	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Vodges	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Woodland	(segment)	(offset)	
*West Leg Desc.	Ave			









Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-VodgesSt-WoodlandAve-VodgesSt-WoodlandAve-2024-05-24-12-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Non-Compliant

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DEPARTMENT OF TRANSPORTATION

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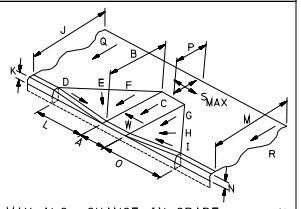
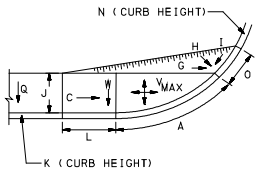
☐ TYPE 1



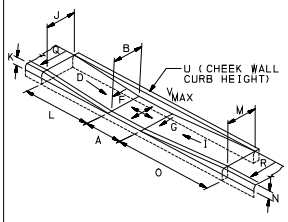
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



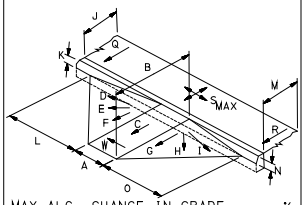
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



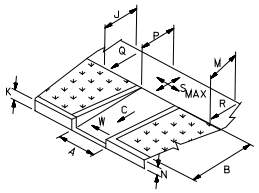
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



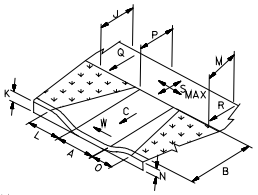
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



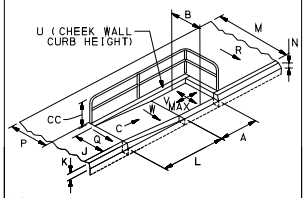
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



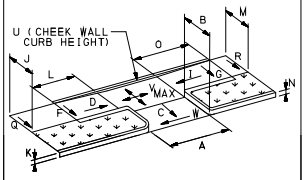
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



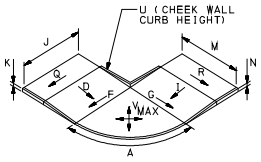
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



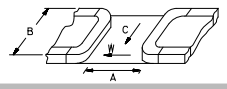
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

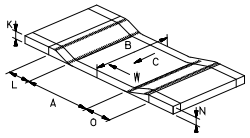
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	24	(IN)
*	C	5.00	(%)
*	D	2.60	(%)
	E		(%)
*	F	5.00	(%)
*	G	5.00	(%)
	H		(%)
*	I	5.70	(%)
*	J	78	(IN)
	K	2	(IN)
	L	24	(IN)
*	M	148	(IN)
	N	3	(IN)
	O	24	(IN)
*	P	48	(IN)
*	Q	6.66	(%)
*	R	1.94	(%)
*	S	2.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.60	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 2

Insert Picture 3

Insert Picture 4

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CS-4401 (1-11)

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DEPARTMENT OF TRANSPORTATION

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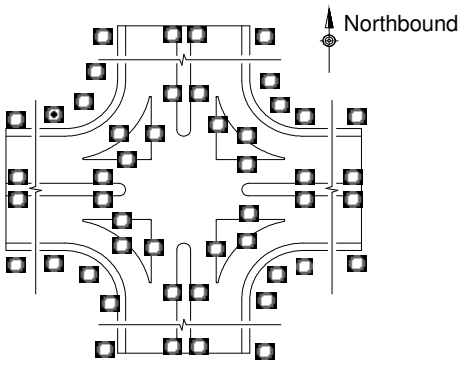
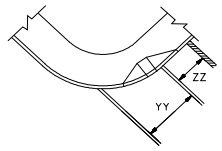
*Date of Investigation (yyyy mm dd)	2016	05	04	
Field Investigators 1	Aaron Adviento			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	1			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	1.00 %		1.40 %	
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS # 2599	Alg Δ Grade	8.5 %		
Intersection Ramp # of #	1	4		
*Ramp Location (Use Figure Below)		02		
*Curb Ramp Type	Type 1			
*North Leg	Yewdall	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Woodland	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Yewdall	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Woodland	(segment)	(offset)	
*West Leg Desc.	Ave			

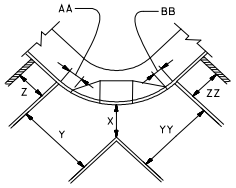


☐ 1 RAMP, 1 CROSSINGS



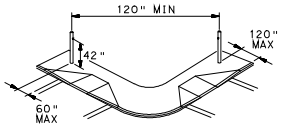
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-YewdallSt-WoodlandAve-YewdallSt-WoodlandAve-2016-05-04-2-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

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DEPARTMENT OF TRANSPORTATION

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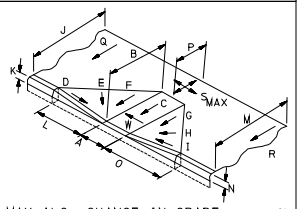
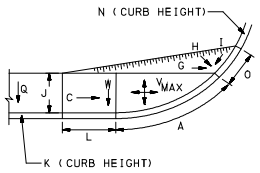
☐ TYPE 1



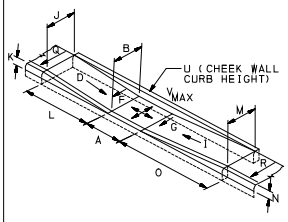
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



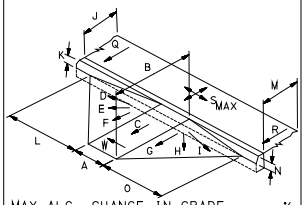
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



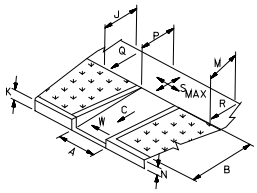
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



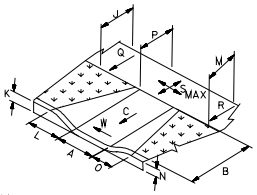
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



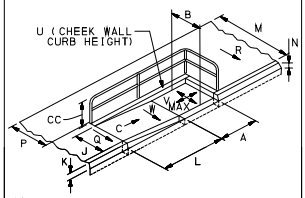
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



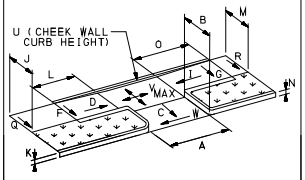
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



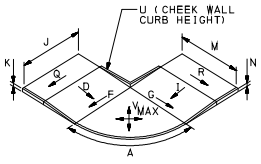
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



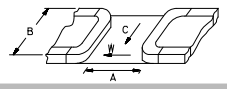
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

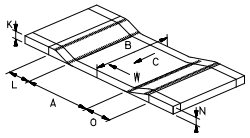
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	30	(IN)
*	C	7.50	(%)
*	D	4.50	(%)
	E		(%)
*	F	7.50	(%)
*	G	7.50	(%)
	H		(%)
*	I	4.40	(%)
*	J	97	(IN)
	K	4	(IN)
	L	24	(IN)
*	M	167	(IN)
	N	3	(IN)
	O	36	(IN)
*	P	48	(IN)
*	Q	2.04	(%)
*	R	5.74	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
*	Y		(IN)
*	YY	121	(IN)
*	Z		(IN)
*	ZZ	44	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (1-11)

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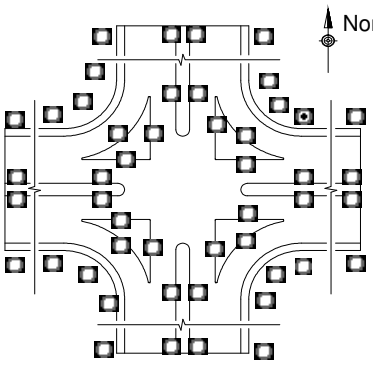
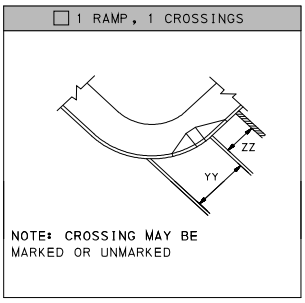
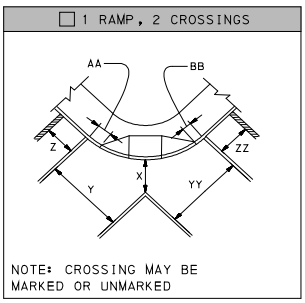
DEPARTMENT OF TRANSPORTATION

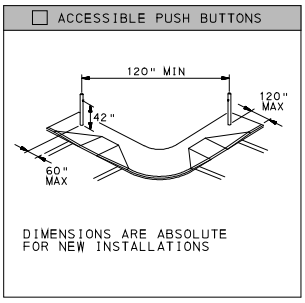
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2016	05	04	
Field Investigators 1	Aaron Adviento			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	2			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	2.70	%	0.90	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS # 2599	Alg Δ Grade	9.4 %		
Intersection Ramp # of #	2	4		
*Ramp Location (Use Figure Below)		09		
*Curb Ramp Type	Type 1			
*North Leg	Yewdall	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Woodland	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Yewdall	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Woodland	(segment)	(offset)	
*West Leg Desc.	Ave			









Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-YewdallSt-WoodlandAve-YewdallSt-WoodlandAve-2016-05-04-9-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

pennsylvania
DEPARTMENT OF TRANSPORTATION

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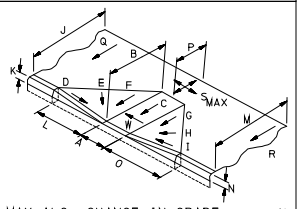
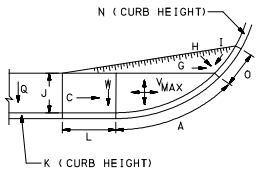
☐ TYPE 1



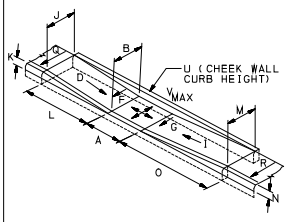
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



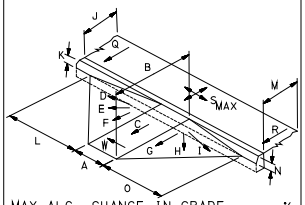
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



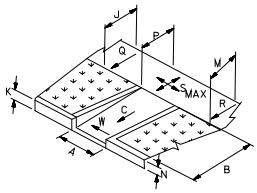
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



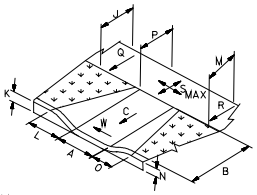
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



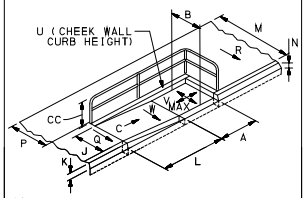
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



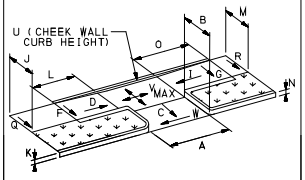
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



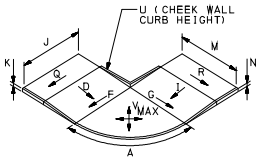
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



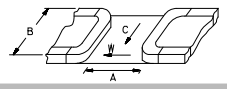
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

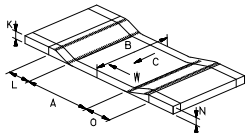
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	7.20	(%)
*	D	6.30	(%)
	E		(%)
*	F	7.20	(%)
*	G	7.20	(%)
	H		(%)
*	I	4.90	(%)
*	J	200	(IN)
	K	3	(IN)
	L	48	(IN)
*	M	115	(IN)
	N	3	(IN)
	O	36	(IN)
*	P	48	(IN)
*	Q	2.03	(%)
*	R	3.11	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	116	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (1-11)

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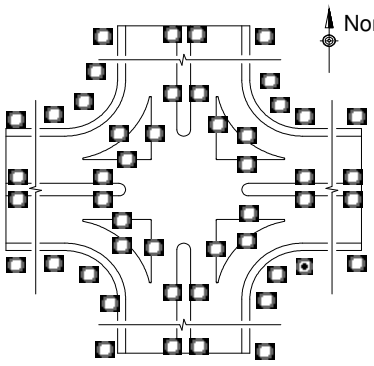
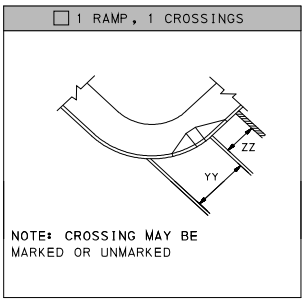
DEPARTMENT OF TRANSPORTATION

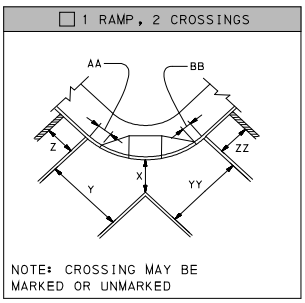
See the last tab of this workbook for instructions

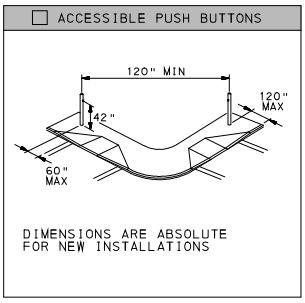
*Date of Investigation (yyyy mm dd)	2024	05	24	
Field Investigators 1	Aaron Adviento			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	3			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	-0.40	%	1.00	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #	2599	Alg Δ Grade	6.8	%
Intersection Ramp # of #		3	4	
*Ramp Location (Use Figure Below)			12	
*Curb Ramp Type	Type 1			
*North Leg	Yewdall	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Woodland	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Yewdall	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Woodland	(segment)	(offset)	
*West Leg Desc.	Ave			









Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-YewdallSt-WoodlandAve-YewdallSt-WoodlandAve-2024-05-24-12-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

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DEPARTMENT OF TRANSPORTATION

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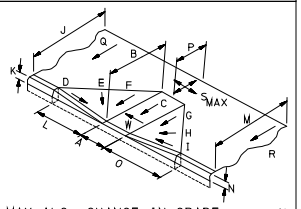
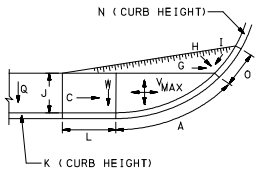
☐ TYPE 1



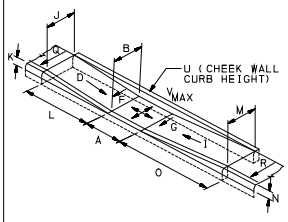
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



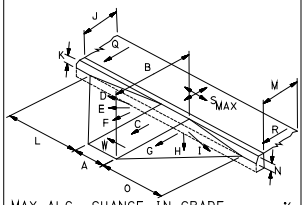
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



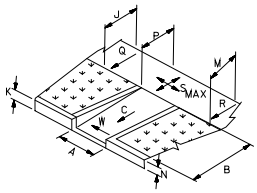
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



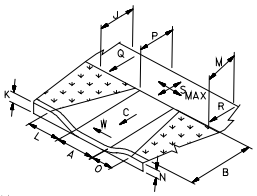
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



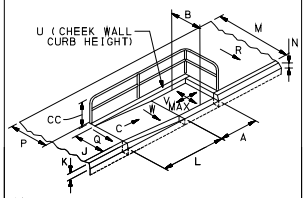
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



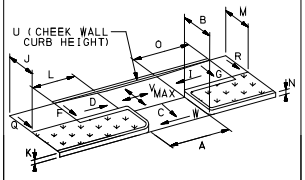
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



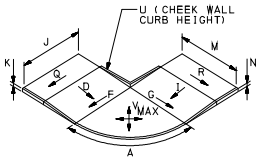
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



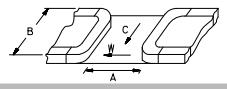
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

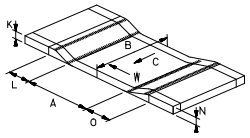
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	84	(IN)
*	C	7.90	(%)
*	D	6.20	(%)
	E		(%)
*	F	7.90	(%)
*	G	7.90	(%)
	H		(%)
*	I	6.60	(%)
*	J	110	(IN)
	K	4	(IN)
	L	36	(IN)
*	M	208	(IN)
	N	3	(IN)
	O	36	(IN)
*	P	48	(IN)
*	Q	4.28	(%)
*	R	3.98	(%)
*	S	1.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	116	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (1-11)

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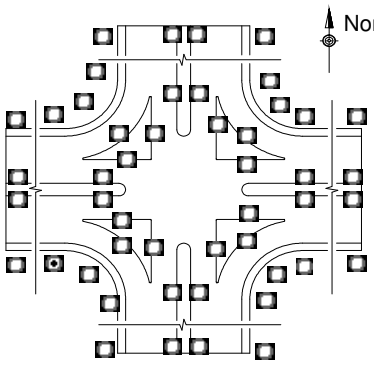
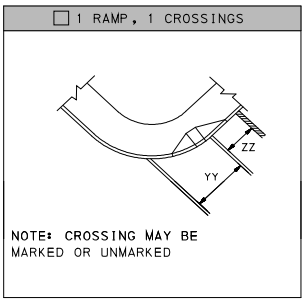
DEPARTMENT OF TRANSPORTATION

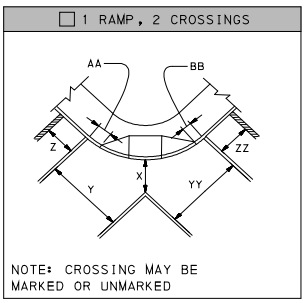
See the last tab of this workbook for instructions

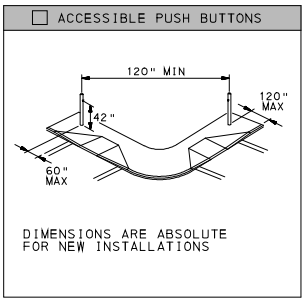
*Date of Investigation (yyyy mm dd)	2024	05	24	
Field Investigators 1	Aaron Adviento			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	4			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	2.10	%	1.30	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #	2599	Alg Δ Grade	9.4	%
Intersection Ramp # of #		4	4	
*Ramp Location (Use Figure Below)			19	
*Curb Ramp Type	Type 1			
*North Leg	Yewdall	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Woodland	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Yewdall	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Woodland	(segment)	(offset)	
*West Leg Desc.	Ave			







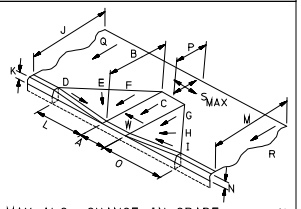


Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-YewdallSt-WoodlandAve-YewdallSt-WoodlandAve-2024-05-24-19-Type1	
* Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	

pennsylvania
DEPARTMENT OF TRANSPORTATION

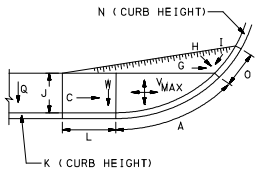
See the last tab of this workbook for instructions

☐ TYPE 1



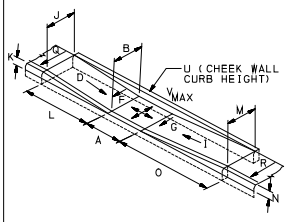
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



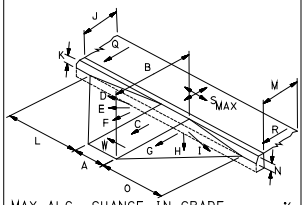
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



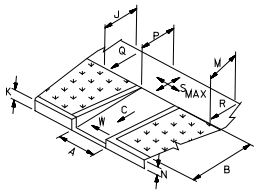
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



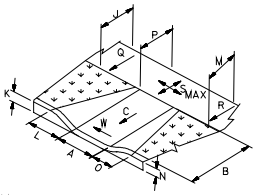
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



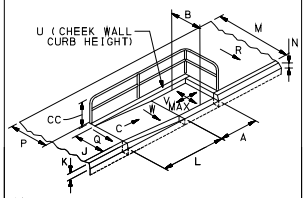
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



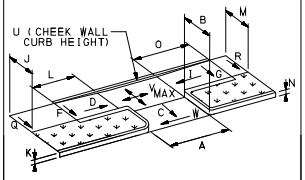
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



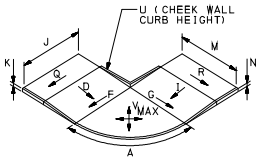
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



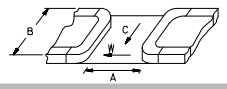
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

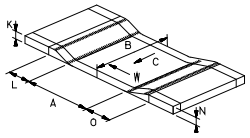
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



(insert comments below)

	"0.00" inches or %		
*	A	48	(IN)
*	B	72	(IN)
*	C	7.30	(%)
*	D	9.00	(%)
	E		(%)
*	F	7.30	(%)
*	G	7.30	(%)
	H		(%)
*	I	5.50	(%)
*	J	205	(IN)
	K	4	(IN)
	L	60	(IN)
*	M	65	(IN)
	N	4	(IN)
	O	36	(IN)
*	P	48	(IN)
*	Q	1.52	(%)
*	R	4.51	(%)
*	S	1.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	121	(IN)
*	Z		(IN)
*	ZZ	44	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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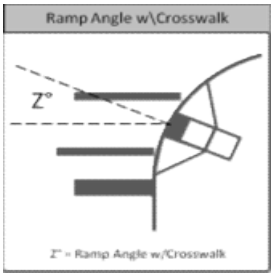
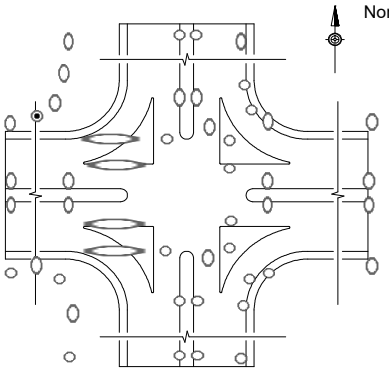
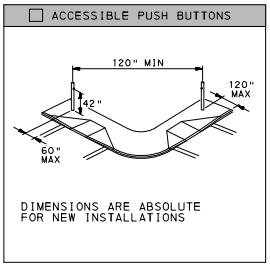
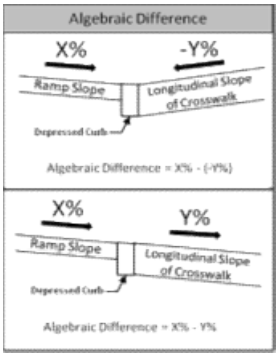
Ramp E

*Date of Design (yyyy mm dd)	2023	07	26			
Designer 1	Omar Rosa					
Designer 2	Andrew Arnold					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	\Images\E-F					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	Yes					
Elevation Differences > 1/4"	No		(X/16")			
Grate Openings or Gaps > 1/2"	No		(X/16")			
Utilities in Path of Travel	No					
Water Ponding in Path of Travel	No					
Detectable Warning Surface (DWS)	Yes					
DWS type	Poly Comp					
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	Yes	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.00	%		
Turning Maneuver in Street	No	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	No	Comments:				
ECMS #		Alg Δ Grade (%)	0.5			
Intersection Ramp # of #	1	2				
*Ramp Location (Use Figure Below)	02					
*Curb Ramp Type	Type 1					
*North Leg	19th	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	Moravian	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	19th	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	Moravian	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude	39.95081				
	Longitude	-75.17217				







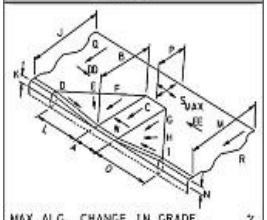


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				Yes		
Push Button Turning Area - Max Slope (%)	2.00	Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-19thSt-MoravianSt-19thSt-MoravianSt-2023-07-26-2-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania DEPARTMENT OF TRANSPORTATION

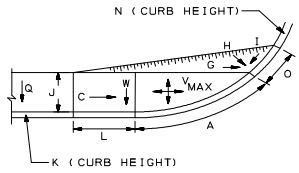
Ramp E

☐ TYPE 1



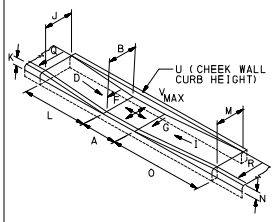
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



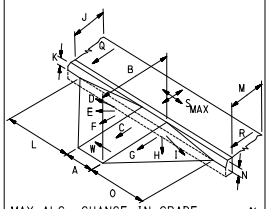
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



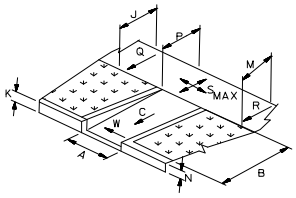
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



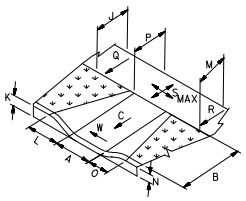
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



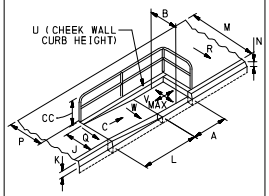
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



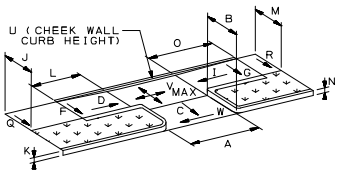
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



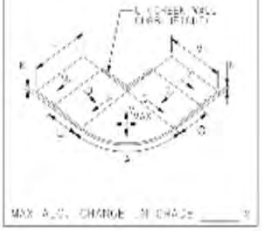
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



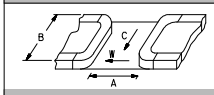
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

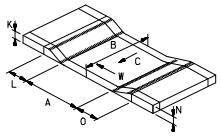
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	62	(IN)	
*	C	1.90	(%)	
*	D	0.67	(%)	
	E	1.19	(%)	
*	F	1.71	(%)	
*	G	1.33	(%)	
	H	0.50	(%)	
*	I	2.40	(%)	
*	J	50	(IN)	
	K	0	(IN)	
	L	273	(IN)	
*	M	140	(IN)	
	N	2	(IN)	
	O	44	(IN)	
*	P	999	(IN)	Not Applicable
*	Q	2.10	(%)	
*	R	1.80	(%)	
*	S		(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	48	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.62	(%)	average of walking zone
*	EE	0.20	(%)	

DWS Transition Strip	No	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-19thSt-MoravianSt-19thSt-MoravianSt-2023-07-26-2-Type1

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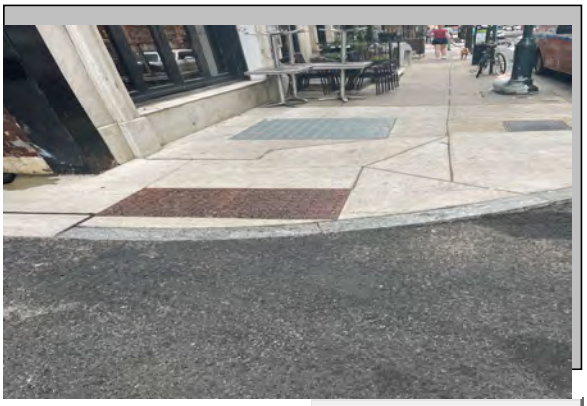
DEPARTMENT OF TRANSPORTATION

Ramp E

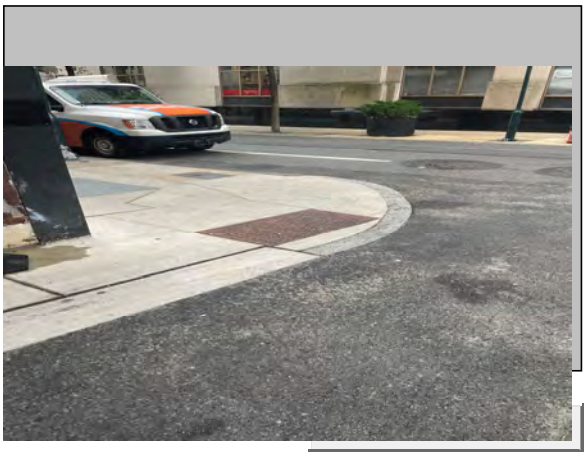
Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5

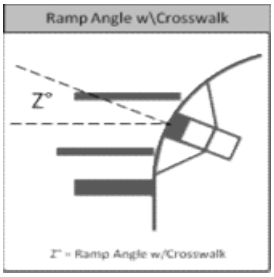


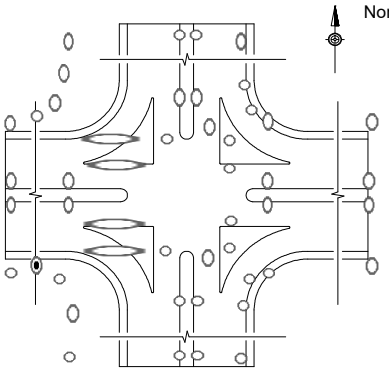
Insert Picture 6

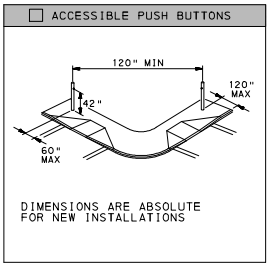
pennsylvania DEPARTMENT OF TRANSPORTATION

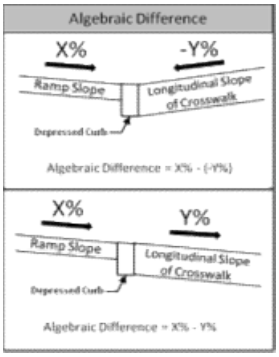
Ramp F

*Date of Design (yyyy mm dd)	2023	07	26			
Designer 1	Omar Rosa					
Designer 2	Andrew Arnold					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	\Images\E-F					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	Yes					
Elevation Differences > 1/4"	No		(X/16")			
Grate Openings or Gaps > 1/2"	No		(X/16")			
Utilities in Path of Travel	No					
Water Ponding in Path of Travel	No					
Detectable Warning Surface (DWS)	Yes					
DWS type	Poly Comp					
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	Yes	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.50	%		
Turning Maneuver in Street	No	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	No	Comments:				
ECMS #		Alg Δ Grade (%)	3.3			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	19th	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	Moravian	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	19th	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	Moravian	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude	39.95081				
	Longitude	-75.17217				







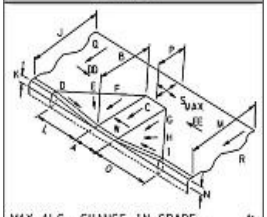


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				Yes
Push Button Turning Area - Max Slope (%)	2.00	Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-19thSt-MoravianSt-19thSt-MoravianSt-2023-07-26-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

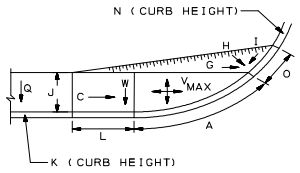
Ramp F

☐ TYPE 1



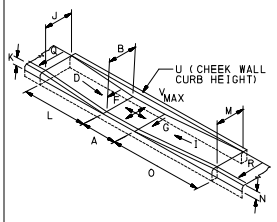
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



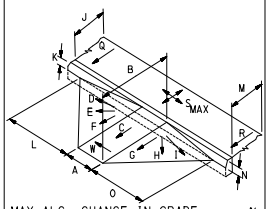
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



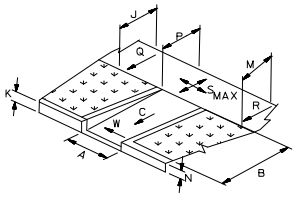
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



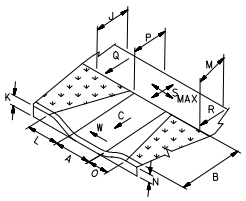
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



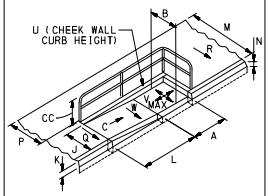
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



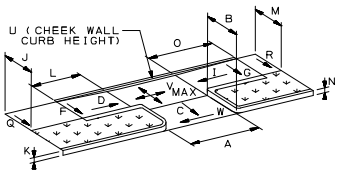
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



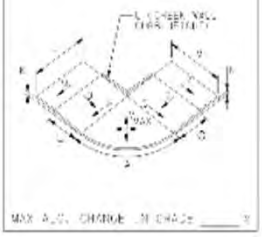
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



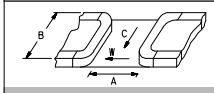
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

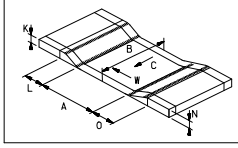
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	55	(IN)	
*	C	0.50	(%)	
*	D	0.20	(%)	
	E	2.40	(%)	
*	F	1.52	(%)	
*	G	1.52	(%)	
	H	1.11	(%)	
*	I	0.70	(%)	
*	J	146	(IN)	
	K	3	(IN)	
	L	43	(IN)	
*	M	53	(IN)	
	N	1	(IN)	
	O	273	(IN)	
*	P	999	(IN)	Not Applicable
*	Q	3.20	(%)	From middle of walking zone
*	R	1.40	(%)	tie into existing
*	S		(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	48	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.40	(%)	
*	EE	0.80	(%)	

DWS Transition Strip	No	
DWS Transition Strip Slope (FF)		(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

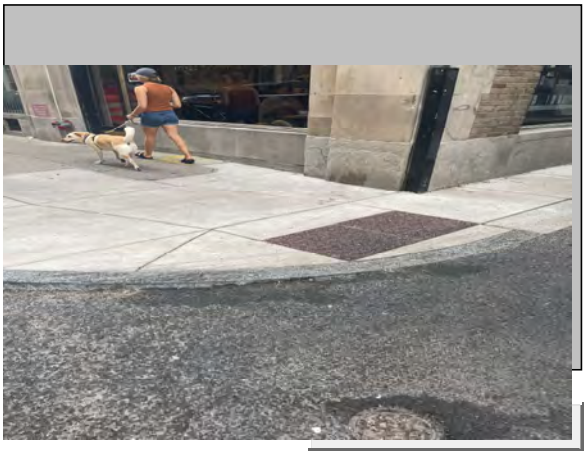
Ramp F

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

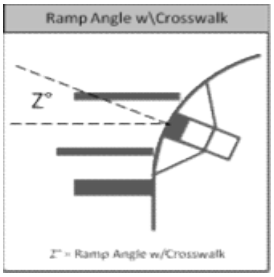


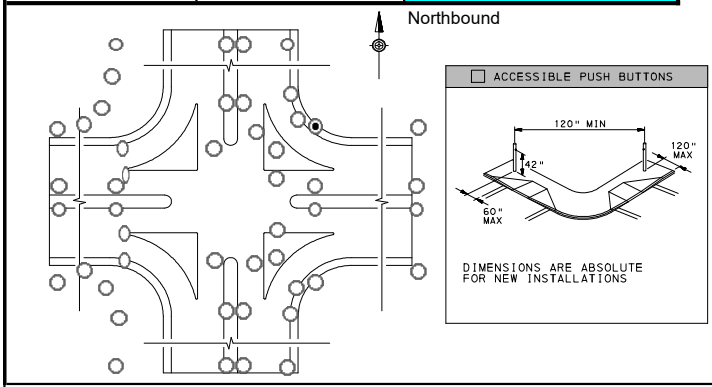
Insert Picture 6

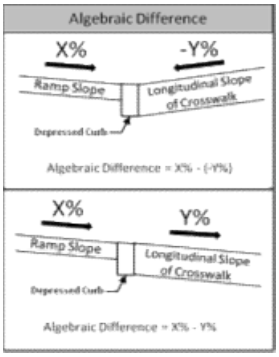
pennsylvania DEPARTMENT OF TRANSPORTATION

Ramp C

*Date of Design (yyyy mm dd)	2023	07	26			
Designer 1	Omar Rosa					
Designer 2	Andrew Arnold					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	\Images\C-D					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	Yes					
Elevation Differences > 1/4"	No		(X/16")			
Grate Openings or Gaps > 1/2"	No		(X/16")			
Utilities in Path of Travel	No					
Water Ponding in Path of Travel	No					
Detectable Warning Surface (DWS)	Yes					
DWS type	Poly Comp					
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	Yes	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.30	%	1.98	%		
Turning Maneuver in Street	No	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	No	Comments:				
ECMS #		Alg Δ Grade (%)	2.8			
Intersection Ramp # of #	1	2				
*Ramp Location (Use Figure Below)	09					
*Curb Ramp Type	Type 1					
*North Leg	20th	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	Moravian	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	20th	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	Moravian	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude	39.95101				
	Longitude	-75.17370				





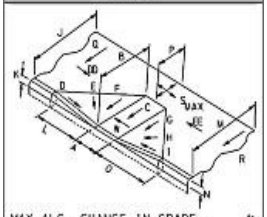


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	Yes					
Push Button Turning Area - Max Slope (%)	2.00	Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-20thSt-MoravianSt-20thSt-MoravianSt-2023-07-26-9-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania DEPARTMENT OF TRANSPORTATION

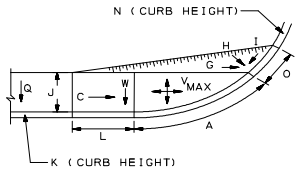
Ramp C

☐ TYPE 1



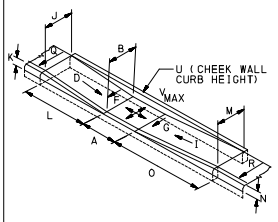
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



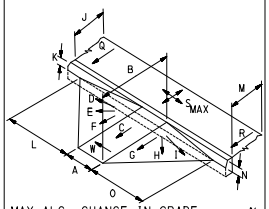
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



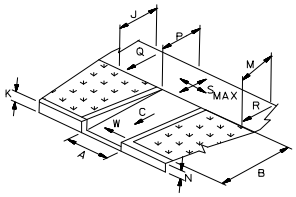
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



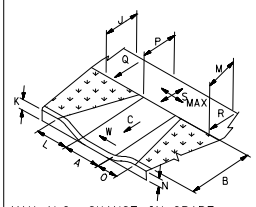
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



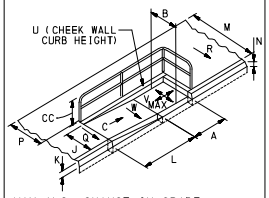
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



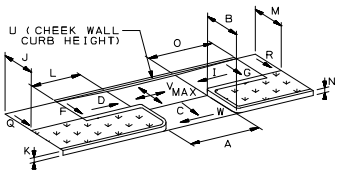
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



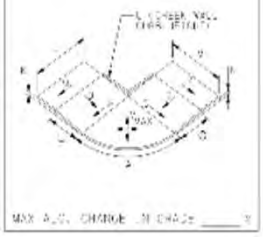
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



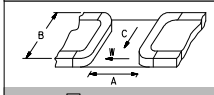
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

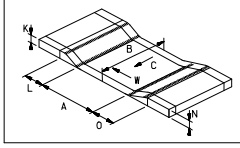
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	57	(IN)	
*	C	1.00	(%)	
*	D	2.20	(%)	
	E	2.10	(%)	
*	F	2.00	(%)	
*	G	1.20	(%)	
	H	1.66	(%)	
*	I	2.12	(%)	
*	J	147	(IN)	
	K	3	(IN)	
	L	47	(IN)	
*	M	51	(IN)	
	N	0	(IN)	
	O	278	(IN)	
*	P	999	(IN)	Not Applicable
*	Q	1.50	(%)	
*	R	1.30	(%)	
*	S		(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	48	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.50	(%)	
*	EE	2.12	(%)	

DWS Transition Strip	No	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-20thSt-MoravianSt-20thSt-MoravianSt-2023-07-26-9-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

Ramp C

Insert Picture 1

Insert Picture 4

Insert Picture 2

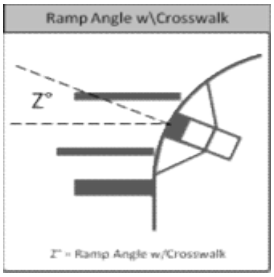
Insert Picture 5

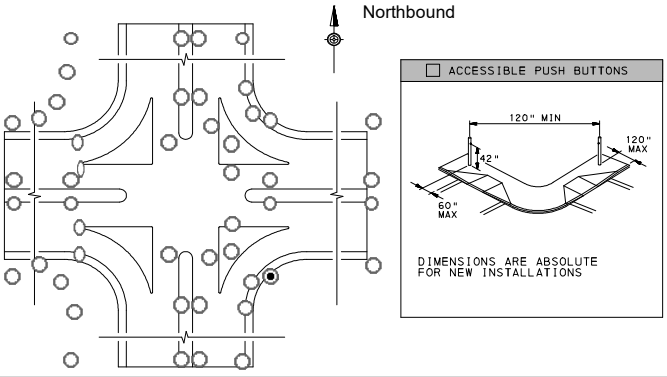
Insert Picture 6

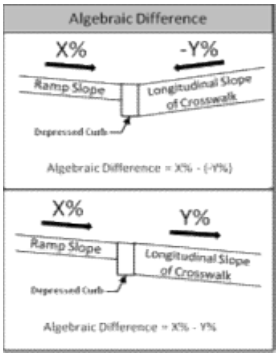
pennsylvania DEPARTMENT OF TRANSPORTATION

Ramp D

*Date of Design (yyyy mm dd)	2023	07	26			
Designer 1	Omar Rosa					
Designer 2	Andrew Arnold					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	\Images\C-D					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	Yes					
Elevation Differences > 1/4"	No		(X/16")			
Grate Openings or Gaps > 1/2"	No		(X/16")			
Utilities in Path of Travel	No					
Water Ponding in Path of Travel	No					
Detectable Warning Surface (DWS)	Yes					
DWS type	Poly Comp					
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	Yes	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.30	%	1.98	%		
Turning Maneuver in Street	No	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	No	Comments:				
ECMS #		Alg Δ Grade (%)	3.3			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)	12					
*Curb Ramp Type	Type 1					
*North Leg	20th	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	Moravian	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	20th	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	Moravian	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude	39.95101				
	Longitude	-75.17370				





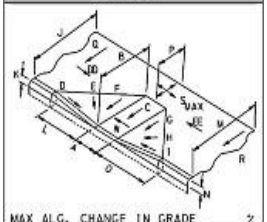


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				Yes		
Push Button Turning Area - Max Slope (%)	2.00	Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-20thSt-MoravianSt-20thSt-MoravianSt-2023-07-26-12-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania DEPARTMENT OF TRANSPORTATION

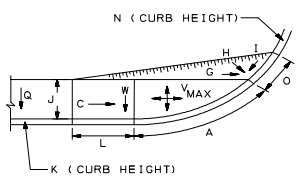
Ramp D

☐ TYPE 1



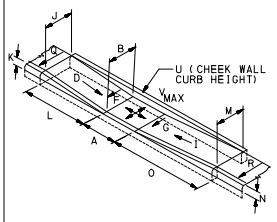
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



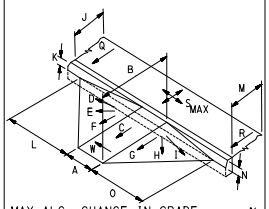
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



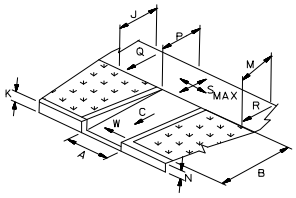
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



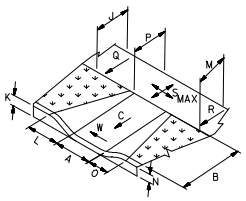
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



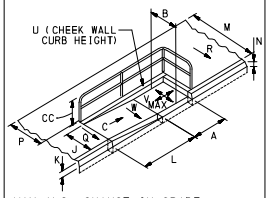
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



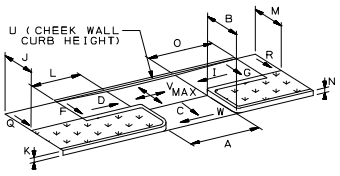
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



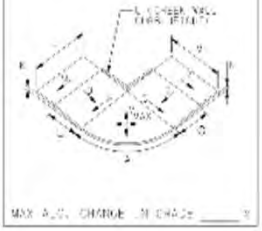
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



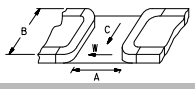
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

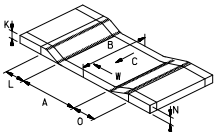
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	48	(IN)	
*	C	2.10	(%)	
*	D	2.12	(%)	
	E	2.06	(%)	
*	F	2.00	(%)	
*	G	2.00	(%)	
	H	3.30	(%)	
*	I	6.40	(%)	
*	J	49	(IN)	
	K	0	(IN)	
	L	278	(IN)	
*	M	144	(IN)	
	N	4	(IN)	
	O	30	(IN)	
*	P	999	(IN)	Not Applicable
*	Q	1.90	(%)	
*	R	2.40	(%)	
*	S		(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	2.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	48	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.70	(%)	
*	EE	0.20	(%)	

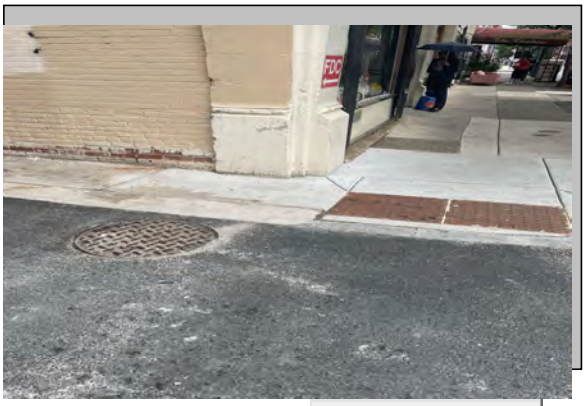
DWS Transition Strip	No	
DWS Transition Strip Slope (FF)		(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

Ramp D

Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5

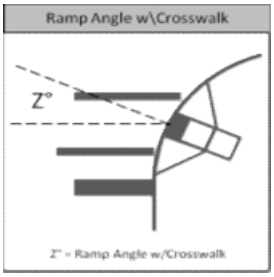
Insert Picture 6

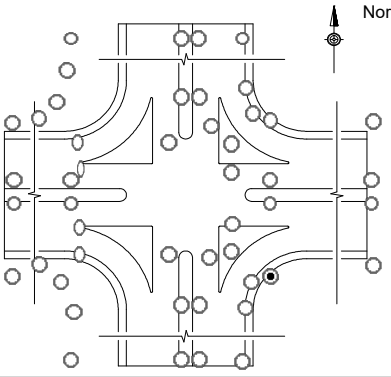
pennsylvania DEPARTMENT OF TRANSPORTATION

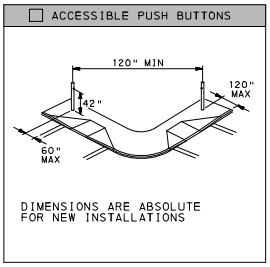
Ramp A

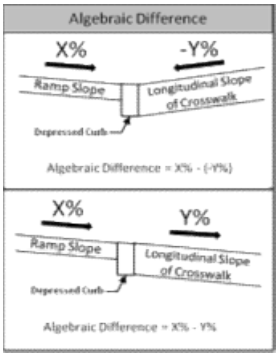
7

*Date of Design (yyyy mm dd)	2023	07	26		
Designer 1	Omar Rosa				
Designer 2	Andrew Arnold				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	\Images\A-B				
Number of Photos	3				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type	Poly Comp				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	Yes	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	1.80	%	2.00	%	
Turning Maneuver in Street	No	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	Yes	Comments:			
ECMS #		Alg Δ Grade (%)	9.7		
Intersection Ramp # of #	1	2			
*Ramp Location (Use Figure Below)	12				
*Curb Ramp Type	Type 1				
*North Leg	20th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Sansom	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	20th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Sansom	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude	39.95129			
	Longitude	-75.17366			







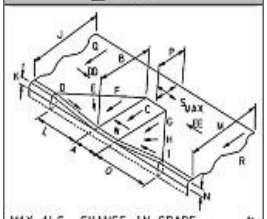


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				Yes	
Push Button Turning Area - Max Slope (%)	2.00	Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-20thSt-SansomSt-20thSt-SansomSt-2023-07-26-12-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania DEPARTMENT OF TRANSPORTATION

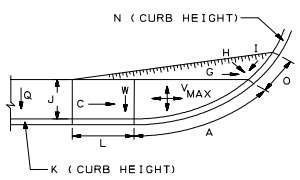
Ramp A

☐ TYPE 1



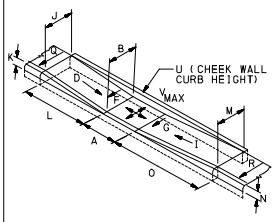
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



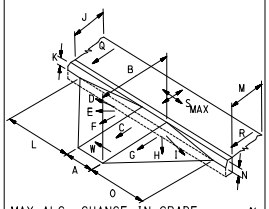
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



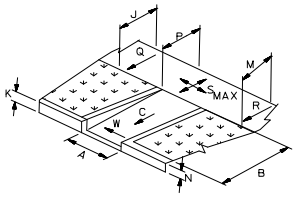
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



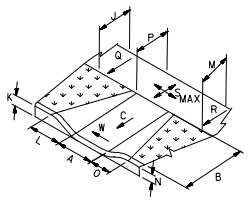
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



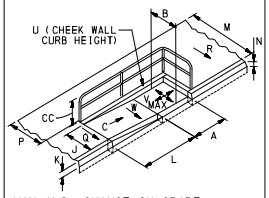
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



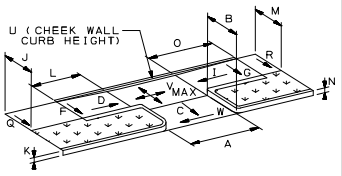
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



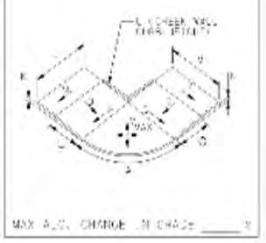
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



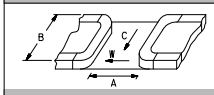
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

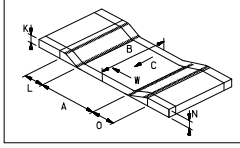
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	86	(IN)	
*	C	5.55	(%)	
*	D	10.00	(%)	
	E	8.30	(%)	
*	F	6.60	(%)	
*	G	4.50	(%)	
	H	5.25	(%)	
*	I	6.00	(%)	
*	J	120	(IN)	
	K	5	(IN)	
	L	66	(IN)	
*	M	94	(IN)	Walking zone only
	N	6	(IN)	
	O	49	(IN)	
*	P	48	(IN)	
*	Q	1.30	(%)	From walking zone
*	R	1.90	(%)	
*	S	1.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	2.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	144	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.30	(%)	
*	EE	1.20	(%)	

DWS Transition Strip	No	
DWS Transition Strip Slope (FF)		(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

Ramp A

Insert Picture 1

Insert Picture 2

Insert Picture 6

Insert Picture 4

Insert Picture 5

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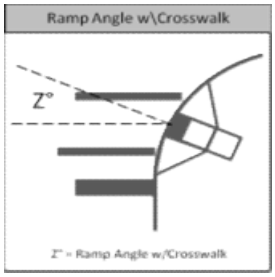
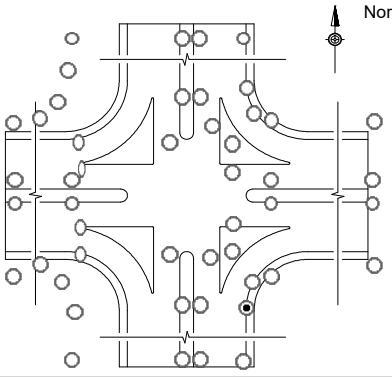
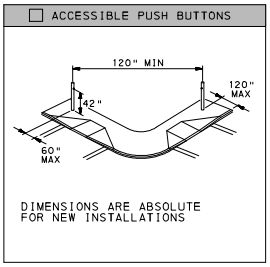
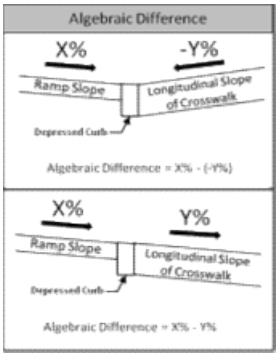
Ramp B

*Date of Design (yyyy mm dd)	2023	07	26		
Designer 1	Omar Rosa				
Designer 2	Andrew Arnold				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	\Images\A-B				
Number of Photos	3				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type	Poly Comp				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	Yes	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	2.10	%	2.00	%	
Turning Maneuver in Street	No	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	Yes	Comments:			
ECMS #		Alg Δ Grade (%)	10.3		
Intersection Ramp # of #	2	2			
*Ramp Location (Use Figure Below)	14				
*Curb Ramp Type	Type 1				
*North Leg	20th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Sansom	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	20th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Sansom	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude	39.95129			
	Longitude	-75.17366			









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				Yes
Push Button Turning Area - Max Slope (%)	2.00	Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-20thSt-SansomSt-20thSt-SansomSt-2023-07-26-14-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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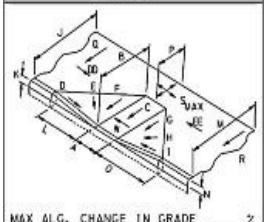
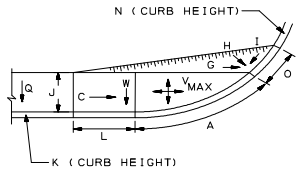
Ramp B

☐ TYPE 1



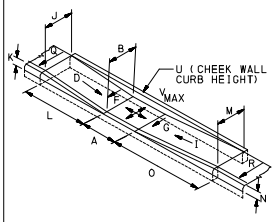
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



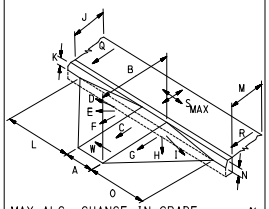
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



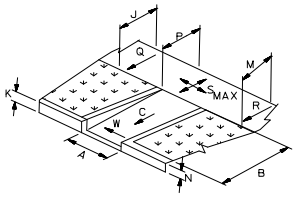
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



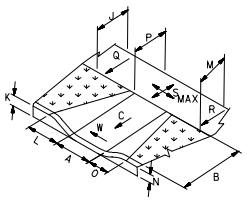
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



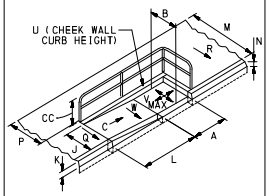
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



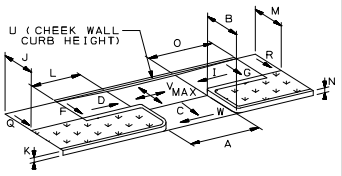
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



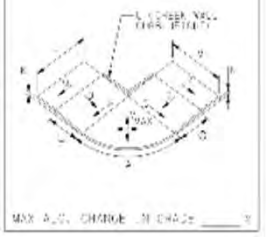
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



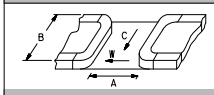
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

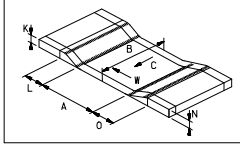
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	85	(IN)	
*	C	5.30	(%)	
*	D	5.70	(%)	
	E	6.90	(%)	
*	F	8.10	(%)	
*	G	2.50	(%)	
	H	3.60	(%)	
*	I	4.70	(%)	
*	J	120	(IN)	
	K	6	(IN)	
	L	45	(IN)	
*	M	94	(IN)	walking zone only
	N	6	(IN)	
	O	60	(IN)	
*	P	48	(IN)	
*	Q	1.10	(%)	From walking zone
*	R	1.90	(%)	
*	S	1.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.80	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	144	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.30	(%)	
*	EE	5.00	(%)	

DWS Transition Strip	No	
DWS Transition Strip Slope (FF)		(%)

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Ramp B

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 6

CS-4401 (6-17)

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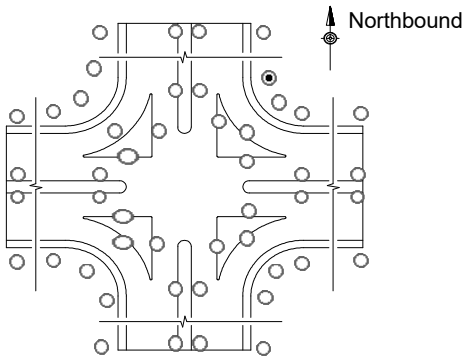
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	26	
Field Investigators 1	Rob Capece, E.I.T.			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	0.30	%		
Cross Slope in Front of Ramp (Road Profile)	0.80	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #		Alg Δ Grade	6.5	%
Intersection Ramp # of #		1	2	
*Ramp Location (Use Figure Below)			07	
*Curb Ramp Type	Type 1			
*North Leg	21st	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Clearfield	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	21st	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Clearfield	(segment)	(offset)	
*West Leg Desc.	St			



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-21stSt-ClearfieldSt-21stSt-ClearfieldSt-2023-07-26-7-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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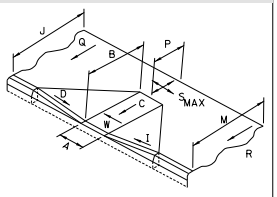
DEPARTMENT OF TRANSPORTATION

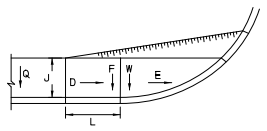
See the last tab of this workbook for instructions

TYPE 1



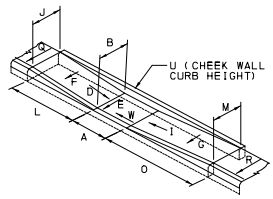
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



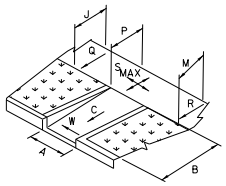
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



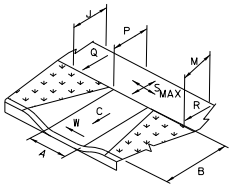
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



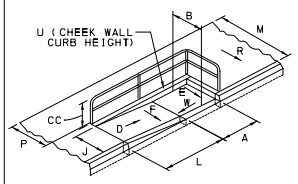
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



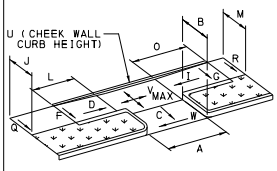
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



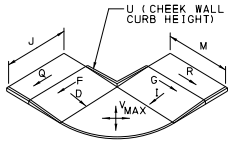
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



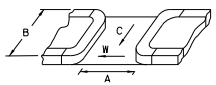
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

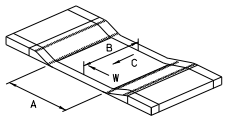


MAX ALG. CHANGE IN GRADE _____ %

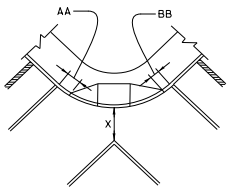
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	6.20	(%)
*	D	4.60	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	8.40	(%)
*	J	146	(IN)
	K		(IN)
	L		(IN)
*	M	144	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	3.35	(%)
*	R	2.40	(%)
*	S	0.40	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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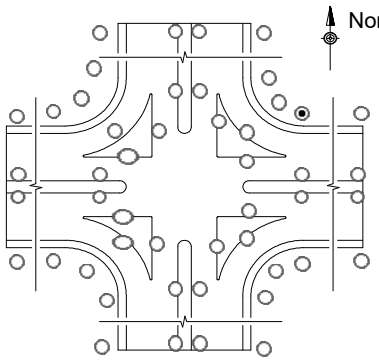
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	26	
Field Investigators 1	Rob Capece, E.I.T.			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	-1.50	%		
Cross Slope in Front of Ramp (Road Profile)	1.70	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #		Alg Δ Grade	6.6	%
Intersection Ramp # of #		2	2	
*Ramp Location (Use Figure Below)			09	
*Curb Ramp Type	Type 1			
*North Leg	21st	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Clearfield	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	21st	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Clearfield	(segment)	(offset)	
*West Leg Desc.	St			



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-21stSt-ClearfieldSt-21stSt-ClearfieldSt-2023-07-26-9-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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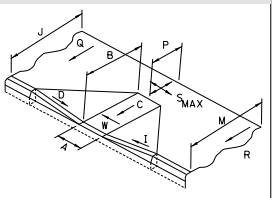
DEPARTMENT OF TRANSPORTATION

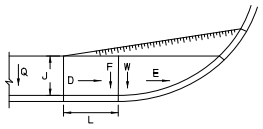
See the last tab of this workbook for instructions

TYPE 1



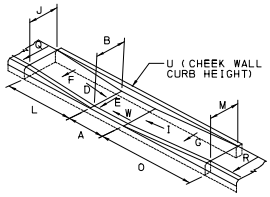
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



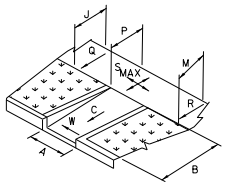
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



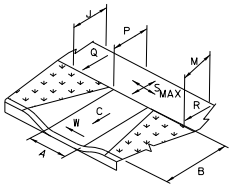
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



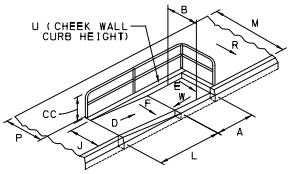
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



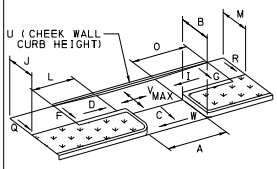
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



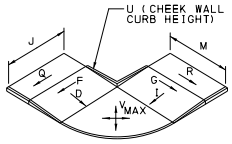
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



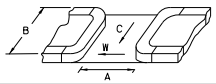
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

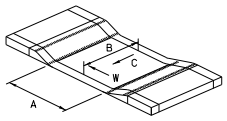


MAX ALG. CHANGE IN GRADE _____ %

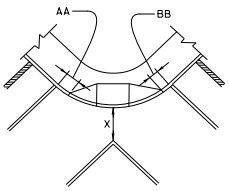
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	8.10	(%)
*	D	8.80	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	5.10	(%)
*	J	146	(IN)
	K		(IN)
	L		(IN)
*	M	144	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	3.35	(%)
*	R	2.40	(%)
*	S	0.40	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.80	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

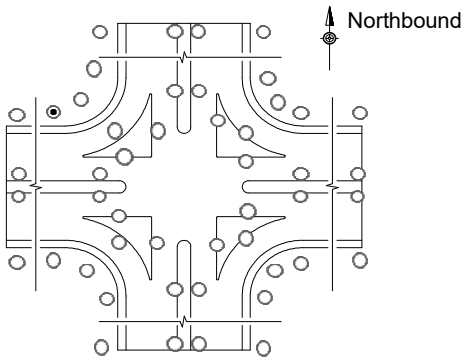
CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	26	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	6.10	%		
Cross Slope in Front of Ramp (Road Profile)	1.20	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #		Alg Δ Grade	10.0	%
Intersection Ramp # of #		2	2	
*Ramp Location (Use Figure Below)			02	
*Curb Ramp Type	Type 1			
*North Leg	5th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Ritner	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	5th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Ritner	(segment)	(offset)	
*West Leg Desc.	St			



Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-5thSt-RitnerSt-5thSt-RitnerSt-2023-07-26-2-Type1
* Status	Current
Level of Service	Meets RC-67M

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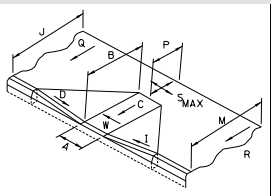
DEPARTMENT OF TRANSPORTATION

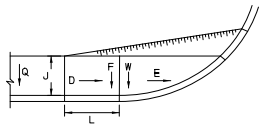
See the last tab of this workbook for instructions

TYPE 1



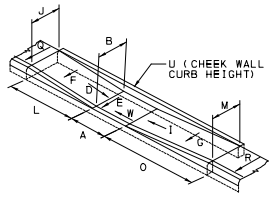
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



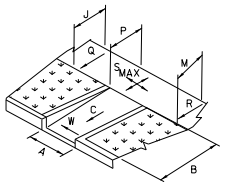
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



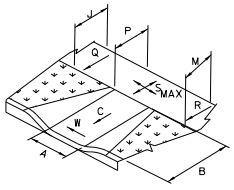
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



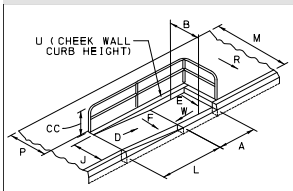
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



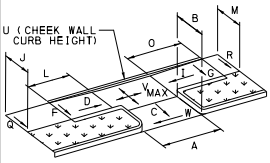
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



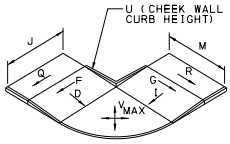
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



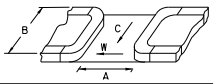
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

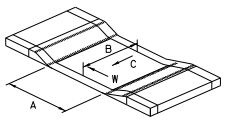


MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN



☐ TYPE B MEDIAN

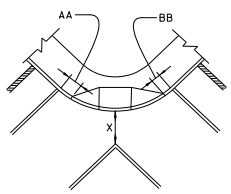


NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

	"0.00" inches or %		
*	A	48	(IN)
*	B	74	(IN)
*	C	3.90	(%)
*	D	9.50	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	8.00	(%)
*	J	140	(IN)
	K		(IN)
	L		(IN)
*	M	123	(IN)
	N		(IN)
	O		(IN)
*	P	72	(IN)
*	Q	2.00	(%)
*	R	2.30	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.20	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

pennsylvania
DEPARTMENT OF TRANSPORTATION

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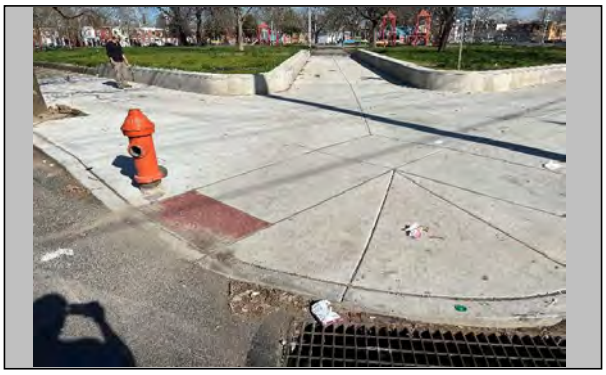


Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

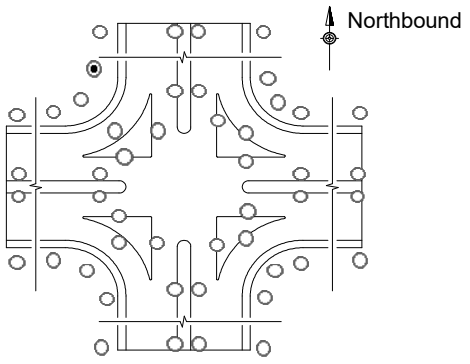
CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	26	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.10	%		
Cross Slope in Front of Ramp (Road Profile)	1.20	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #		Alg Δ Grade	6.0	%
Intersection Ramp # of #		1	2	
*Ramp Location (Use Figure Below)			04	
*Curb Ramp Type	Type 1			
*North Leg	5th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Ritner	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	5th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Ritner	(segment)	(offset)	
*West Leg Desc.	St			



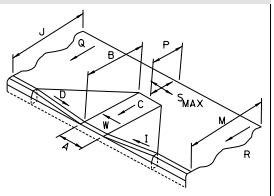
Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-5thSt-RitnerSt-5thSt-RitnerSt-2023-07-26-4-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

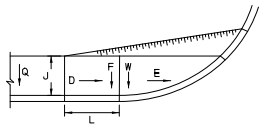
See the last tab of this workbook for instructions

TYPE 1



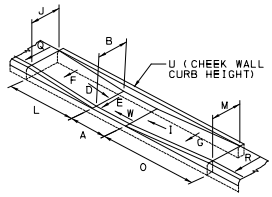
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



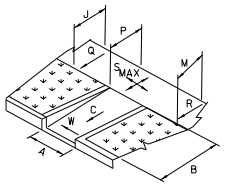
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



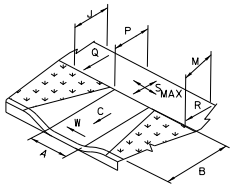
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



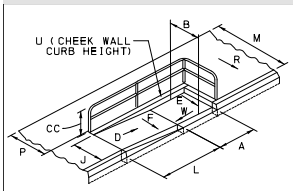
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



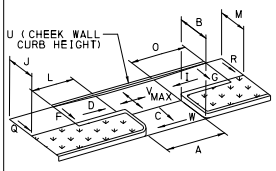
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



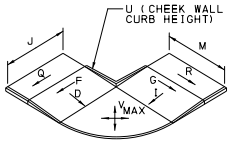
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



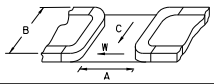
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

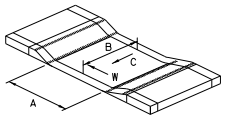


MAX ALG. CHANGE IN GRADE _____ %

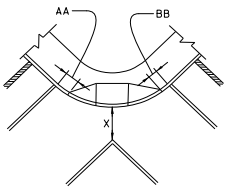
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	86	(IN)
*	C	4.90	(%)
*	D	4.90	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	9.90	(%)
*	J	140	(IN)
	K		(IN)
	L		(IN)
*	M	123	(IN)
	N		(IN)
	O		(IN)
*	P	72	(IN)
*	Q	2.00	(%)
*	R	2.30	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

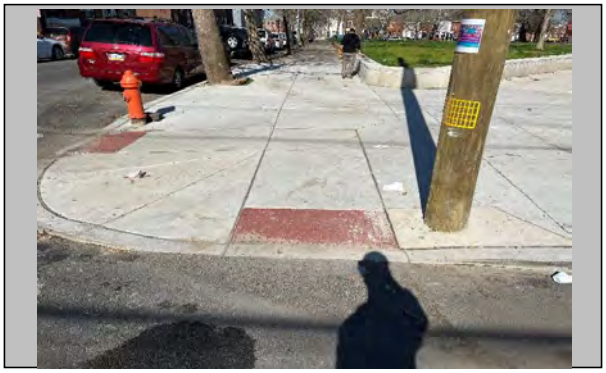
(insert comments below)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

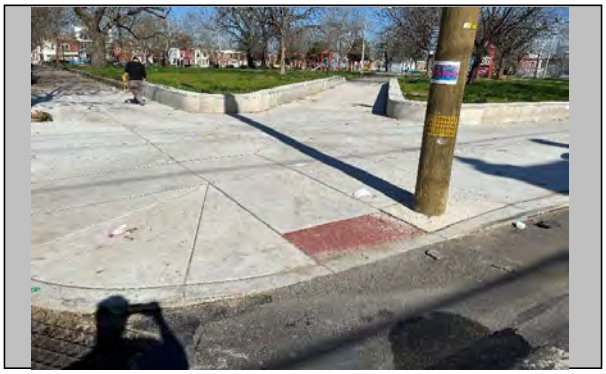
Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5



Insert Picture 3

Insert Picture 6

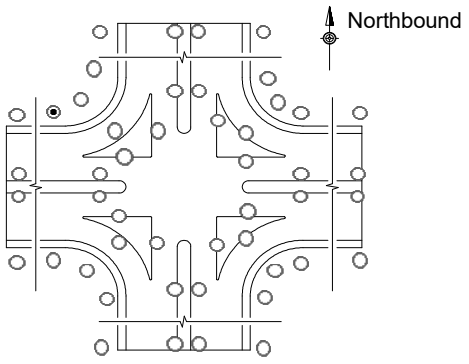
CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	26	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	5.50	%		
Cross Slope in Front of Ramp (Road Profile)	1.70	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #		Alg Δ Grade	12.1	%
Intersection Ramp # of #		2	4	
*Ramp Location (Use Figure Below)			02	
*Curb Ramp Type	Type 1			
*North Leg	5th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Wolf	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	5th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Wolf	(segment)	(offset)	
*West Leg Desc.	St			

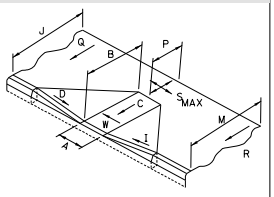


Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-5thSt-WolfSt-5thSt-WolfSt-2023-07-26-2-Type1
* Status	Current
Level of Service	As Per Contract Documents

pennsylvania
DEPARTMENT OF TRANSPORTATION

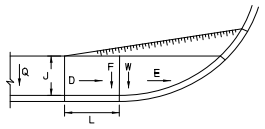
See the last tab of this workbook for instructions

TYPE 1



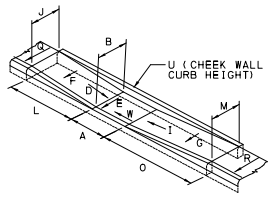
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



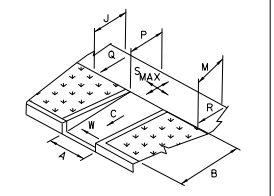
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



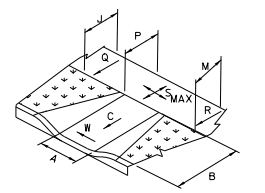
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



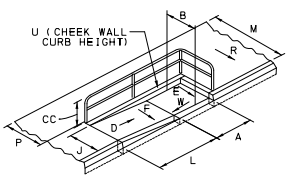
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



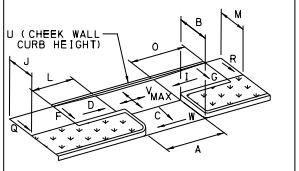
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



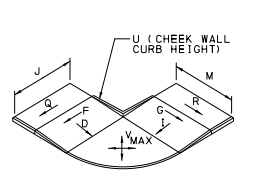
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____INCHES

TYPE 6



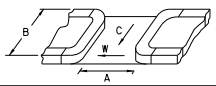
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

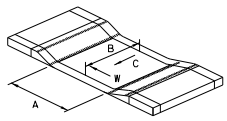


MAX ALG. CHANGE IN GRADE _____ %

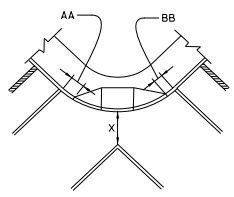
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	64	(IN)
*	C	6.60	(%)
*	D	8.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	9.60	(%)
*	J	167	(IN)
	K		(IN)
	L		(IN)
*	M	127	(IN)
	N		(IN)
	O		(IN)
*	P	60	(IN)
*	Q	3.50	(%)
*	R	5.30	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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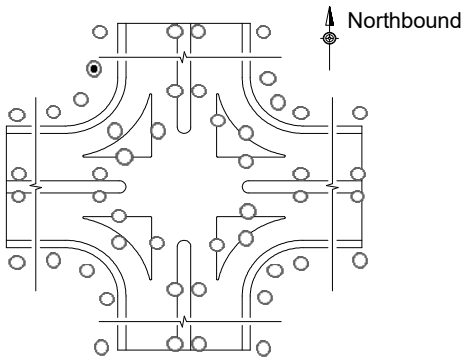
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	26	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	8.50	%		
Cross Slope in Front of Ramp (Road Profile)	1.30	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #		Alg Δ Grade	15.5	%
Intersection Ramp # of #		1	4	
*Ramp Location (Use Figure Below)			04	
*Curb Ramp Type	Type 1			
*North Leg	5th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Wolf	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	5th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Wolf	(segment)	(offset)	
*West Leg Desc.	St			

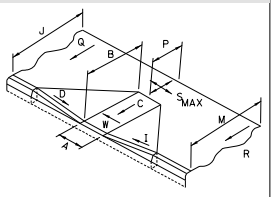


Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-5thSt-WolfSt-5thSt-WolfSt-2023-07-26-4-Type1
* Status	Current
Level of Service	Non-Compliant

pennsylvania
DEPARTMENT OF TRANSPORTATION

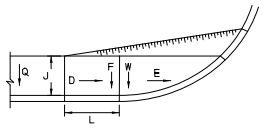
See the last tab of this workbook for instructions

TYPE 1



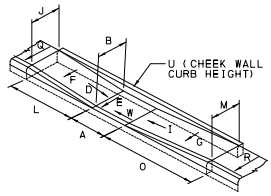
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



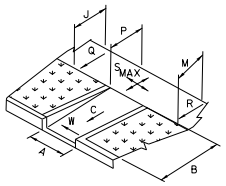
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



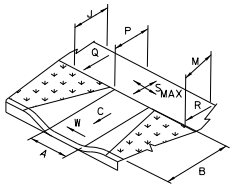
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



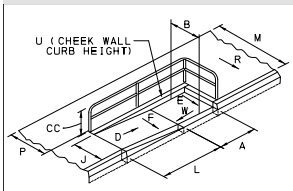
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



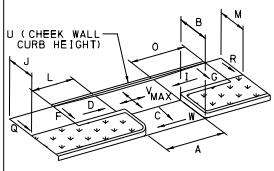
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



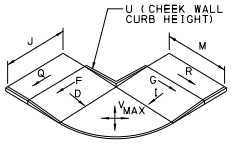
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



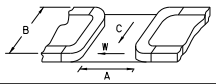
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

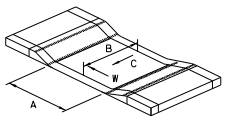


MAX ALG. CHANGE IN GRADE _____ %

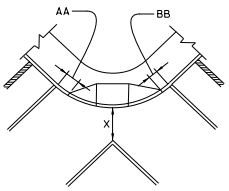
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	7.30	(%)
*	D	20.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	9.10	(%)
*	J	167	(IN)
	K		(IN)
	L		(IN)
*	M	127	(IN)
	N		(IN)
	O		(IN)
*	P	60	(IN)
*	Q	3.50	(%)
*	R	5.30	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

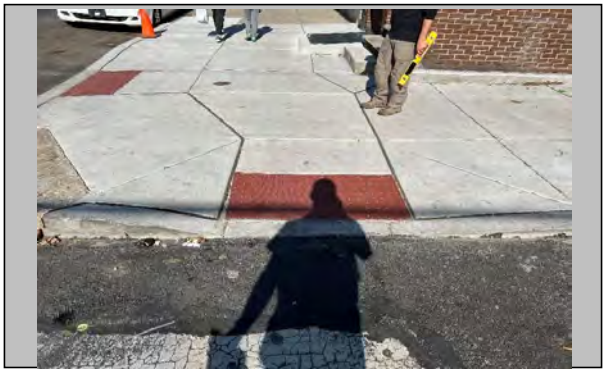
CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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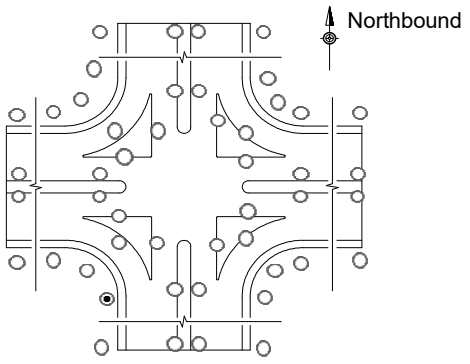
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	26	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	6.40	%		
Cross Slope in Front of Ramp (Road Profile)	1.70	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #		Alg Δ Grade	12.4	%
Intersection Ramp # of #		4	4	
*Ramp Location (Use Figure Below)			17	
*Curb Ramp Type	Type 1			
*North Leg	5th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Wolf	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	5th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Wolf	(segment)	(offset)	
*West Leg Desc.	St			

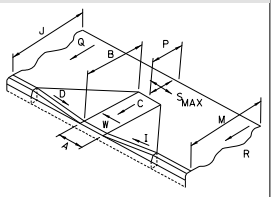


Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-5thSt-WolfSt-5thSt-WolfSt-2023-07-26-17-Type1
* Status	Current
Level of Service	As Per Contract Documents

pennsylvania
DEPARTMENT OF TRANSPORTATION

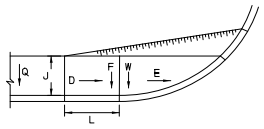
See the last tab of this workbook for instructions

TYPE 1



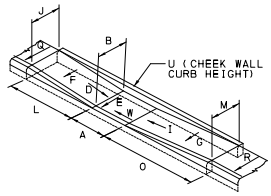
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



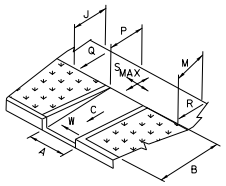
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



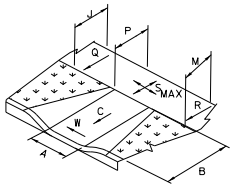
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



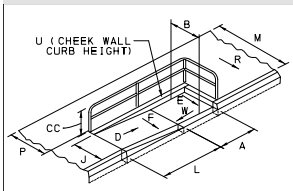
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



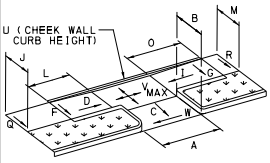
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



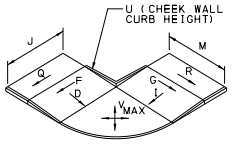
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

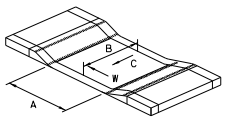
BLENDED TRANSITION



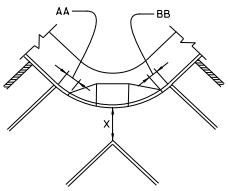
MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	120	(IN)
*	C	6.00	(%)
*	D	8.60	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.80	(%)
*	J	184	(IN)
	K		(IN)
	L		(IN)
*	M	180	(IN)
	N		(IN)
	O		(IN)
*	P	60	(IN)
*	Q	1.40	(%)
*	R	2.00	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

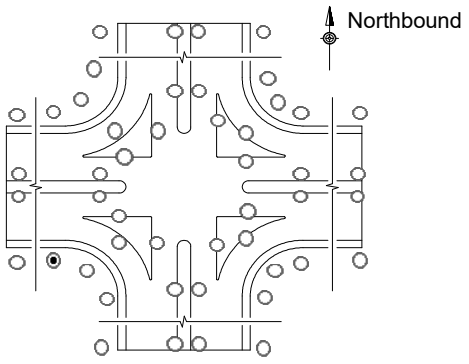
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	26	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	4.60	%		
Cross Slope in Front of Ramp (Road Profile)	0.20	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #		Alg Δ Grade	11.3	%
Intersection Ramp # of #		3	4	
*Ramp Location (Use Figure Below)			19	
*Curb Ramp Type	Type 1			
*North Leg	5th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Wolf	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	5th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Wolf	(segment)	(offset)	
*West Leg Desc.	St			



Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-5thSt-WolfSt-5thSt-WolfSt-2023-07-26-19-Type1
* Status	Current
Level of Service	Meets RC-67M

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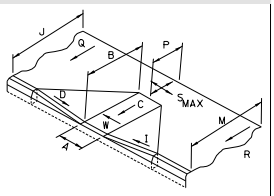
DEPARTMENT OF TRANSPORTATION

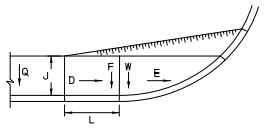
See the last tab of this workbook for instructions

TYPE 1



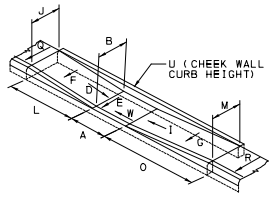
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



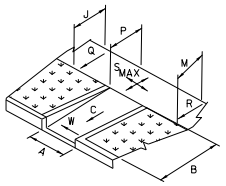
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



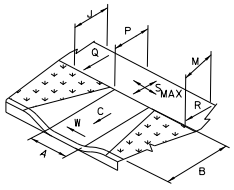
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



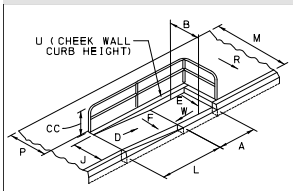
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



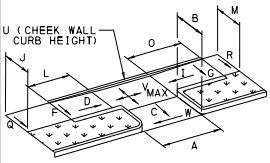
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



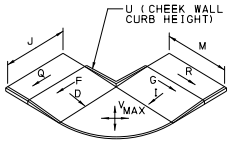
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



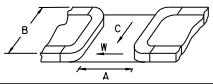
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

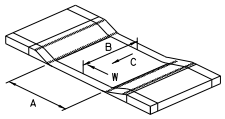


MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN



☐ TYPE B MEDIAN

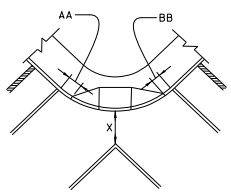


NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

	"0.00" inches or %		
*	A	48	(IN)
*	B	120	(IN)
*	C	6.70	(%)
*	D	4.80	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	8.70	(%)
*	J	184	(IN)
	K		(IN)
	L		(IN)
*	M	180	(IN)
	N		(IN)
	O		(IN)
*	P	60	(IN)
*	Q	1.40	(%)
*	R	2.00	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.70	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

pennsylvania
DEPARTMENT OF TRANSPORTATION

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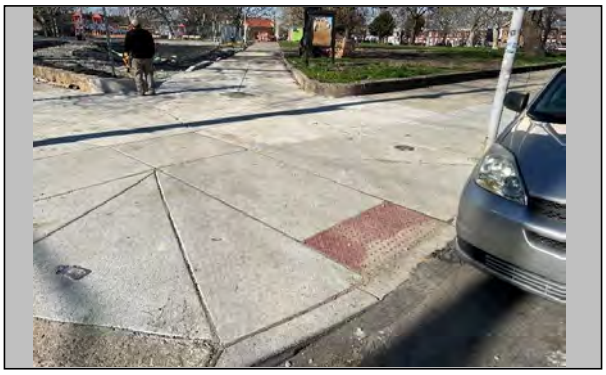


Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

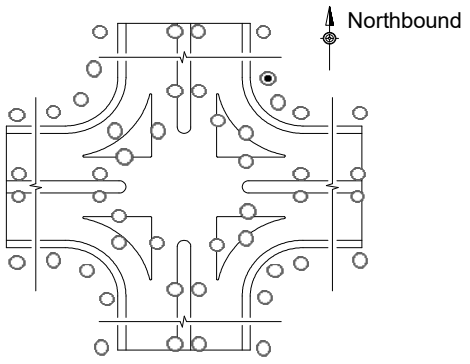
CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	26	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.70	%		
Cross Slope in Front of Ramp (Road Profile)	0.90	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #		Alg Δ Grade	6.7	%
Intersection Ramp # of #		2	2	
*Ramp Location (Use Figure Below)			07	
*Curb Ramp Type	Type 1			
*North Leg	6th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Ritner	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	6th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Ritner	(segment)	(offset)	
*West Leg Desc.	St			

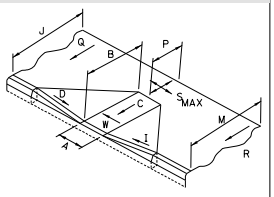


Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-6thSt-RitnerSt-6thSt-RitnerSt-2023-07-26-7-Type1
* Status	Current
Level of Service	Meets RC-67M

pennsylvania
DEPARTMENT OF TRANSPORTATION

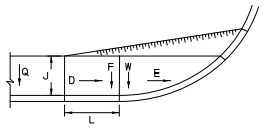
See the last tab of this workbook for instructions

TYPE 1



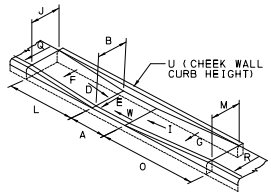
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



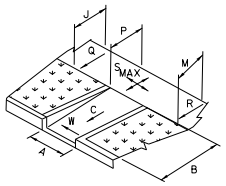
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



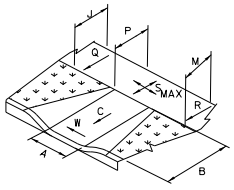
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



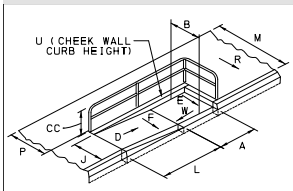
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



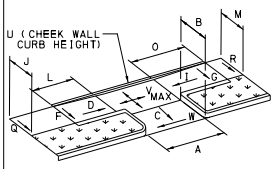
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



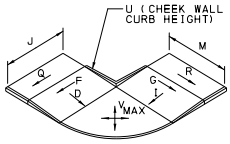
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



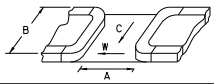
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

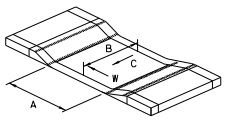


MAX ALG. CHANGE IN GRADE _____ %

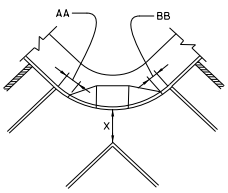
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	84	(IN)
*	C	4.00	(%)
*	D	7.70	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	3.00	(%)
*	J	182	(IN)
	K		(IN)
	L		(IN)
*	M	170	(IN)
	N		(IN)
	O		(IN)
*	P	98	(IN)
*	Q	1.00	(%)
*	R	1.10	(%)
*	S	1.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.90	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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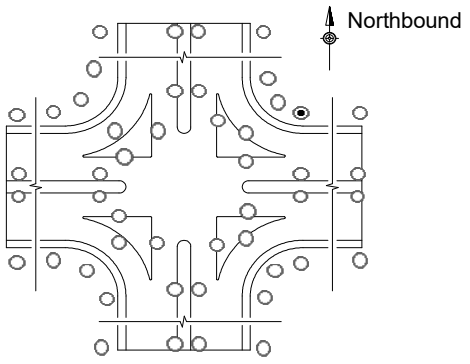
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	26	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.50	%		
Cross Slope in Front of Ramp (Road Profile)	1.10	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #		Alg Δ Grade	8.5	%
Intersection Ramp # of #		1	2	
*Ramp Location (Use Figure Below)			09	
*Curb Ramp Type	Type 1			
*North Leg	6th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Ritner	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	6th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Ritner	(segment)	(offset)	
*West Leg Desc.	St			



Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-6thSt-RitnerSt-6thSt-RitnerSt-2023-07-26-9-Type1
* Status	Current
Level of Service	Meets RC-67M

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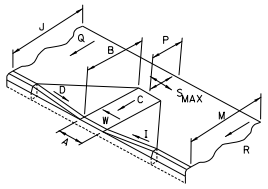
DEPARTMENT OF TRANSPORTATION

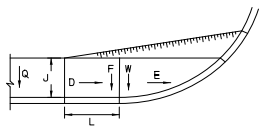
See the last tab of this workbook for instructions

TYPE 1



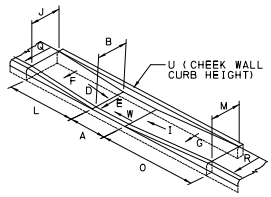
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



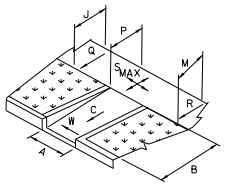
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



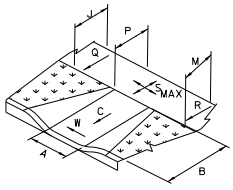
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



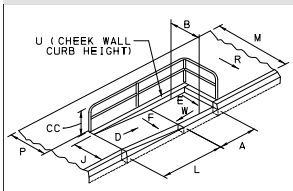
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



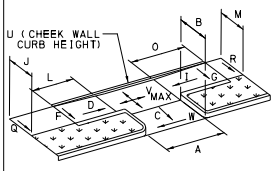
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



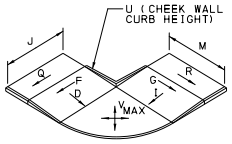
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____INCHES

TYPE 6



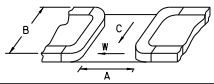
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

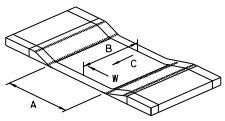


MAX ALG. CHANGE IN GRADE _____ %

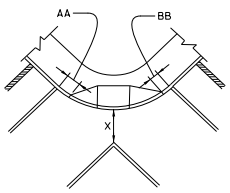
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	91	(IN)
*	C	6.00	(%)
*	D	5.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	7.80	(%)
*	J	182	(IN)
	K		(IN)
	L		(IN)
*	M	170	(IN)
	N		(IN)
	O		(IN)
*	P	87	(IN)
*	Q	1.00	(%)
*	R	1.10	(%)
*	S	1.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

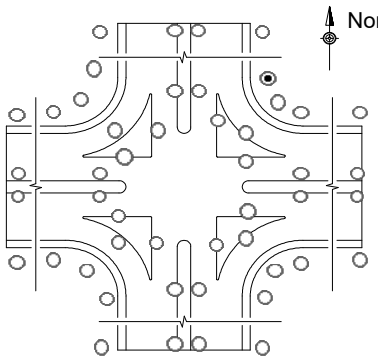
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	26	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.20	%		
Cross Slope in Front of Ramp (Road Profile)	1.30	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #		Alg Δ Grade	9.5	%
Intersection Ramp # of #		1	4	
*Ramp Location (Use Figure Below)			07	
*Curb Ramp Type	Type 1			
*North Leg	6th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Wolf	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	6th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Wolf	(segment)	(offset)	
*West Leg Desc.	St			



Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-6thSt-WolfSt-6thSt-WolfSt-2023-07-26-7-Type1
* Status	Current
Level of Service	Meets RC-67M

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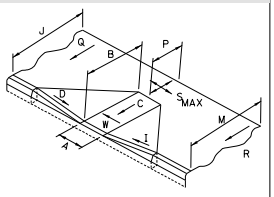
DEPARTMENT OF TRANSPORTATION

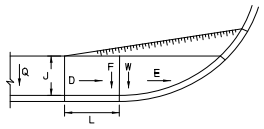
See the last tab of this workbook for instructions

TYPE 1



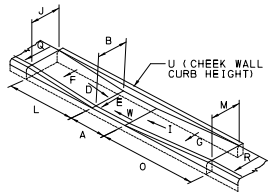
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



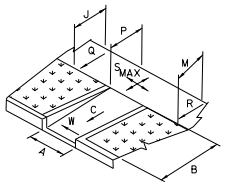
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



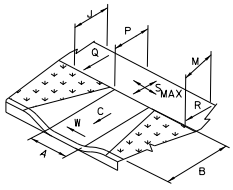
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



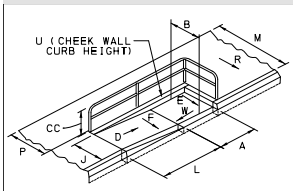
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



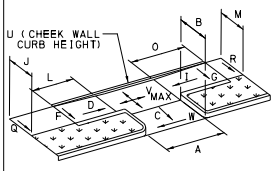
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



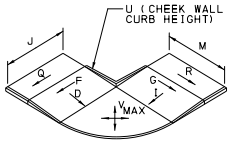
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



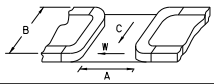
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

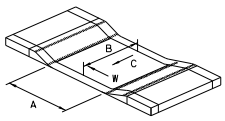


MAX ALG. CHANGE IN GRADE _____ %

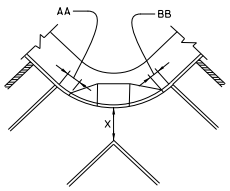
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	42	(IN)
*	C	8.30	(%)
*	D	4.30	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	3.90	(%)
*	J	87	(IN)
	K		(IN)
	L		(IN)
*	M	114	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	2.20	(%)
*	R	1.50	(%)
*	S	1.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.10	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(05-08)

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ADA Technically Infeasible Form

***Facility Type**

- (•) Curb Ramp
- ( ) Sidewalk
- ( ) Ped. Push Button
- ( ) Ped. Signal
- ( ) Other

Forward All Completed Forms to Streets Dept.

Justification for Technically Infeasible

(check all that apply)

- [x] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Other 1 — Existing steep cross slopes
- [ ] Other 2
- [ ] Other 3
- [ ] Other 4

General Information

***District:** 06
***County:** Philadelphia
***Twshp/Boro:** Philadelphia City
Project ECMS # N/A

Submitter Information

Submitted By:
***Submitter Company:** Stantec
Street Address: 1500 Spring Garden St.
City State Zip Philadelphia, PA 19130
Telephone
***Date Submitted:** June 19, 2019

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [ ] Other

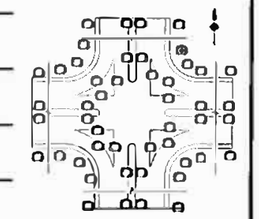
Pedestrian Traffic	(•) Yes	( ) No
Pedestrian Trip Generators	(•) Yes	( ) No
Safety Concerns	(•) Yes	( ) No
R9-3A "No Peds" Signs	(•) Yes	( ) No
Existing Crosswalk	(•) Yes	( ) No
Existing Sidewalk	(•) Yes	( ) No
Existing Push Buttons	(•) Yes	( ) No

ADT

Location Identification

Northbound

**SR North - Segment*
**SR South - Segment*
**SR East - Segment*
**SR West - Segment*



07
Location #

Investigated design alternatives	Why alternative was not selected
1. Compliant design	Restricted right-of-way space
2. Non-compliant landing	Too steep in an awkward configuration
3. Non-compliant ramp	Selected

Alternative selected and description of which requirement is not met

Non-compliant ramp slope of 10.1%+A45. It satisfies all other compliant design parameters.

ADA Review Committee Recommendation

[x] Approved
( ) Denied
12/9/19
ADA Review Committee Chair - Date

ADE of Design Approval Status

[x] Approved
( ) Denied
12/13/19
District ADE of Design - Date

TIF #: TIF-05-Philadelphia-Philadelphia City-Stantec—7-43635

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

RAMP DESIGNS
RELEASED FOR CONSTRUCTION
Philadelphia Streets Dept
Date: 1/24/2020
Marques Brown
ADA Unit

(Print with a PCL Driver)

(05-08)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

Design alternative #1 was to explore a fully compliant ramp with ramp slopes and a 4'x4' landing pad with a 1-2% cross slope. However, the presence of the existing building ramp (as pictured) occupies too much right-of-way to provide space for an entirely compliant design, and would require demolition of private property to accomodate.

Investigated Design Alternative #2

Design Alternative #2 was to explore compliant ramp slopes with a noncompliant landing pad. This alternative was not selected because the pad cross slopes would need to be 4+% in order to achieve a compliant ramp slope.

Investigated Design Alternative #3

Design alternative #3 was to explore a compliant landing pad with non-compliant ramp slopes. This altrenative would provide adequate turning and maneuvering in an otherwise constricted walking zone.

Summary

Alternative #3 was selected because it provides an adequate zone for turning/manuevering without the need to demolish a private building ramp (Alternative #1) or provide an awkward, non-compliant turning configuration (Alternative #2).

RAMP DESIGNS
RELEASED FOR CONSTRUC
Philadelphia Streets Dept
Date: 1/24/2020
Marques Brown
ADA Unit

TIF #: TIF-06-Philadelphia-Philadelphia City-Stantec—7-43635

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

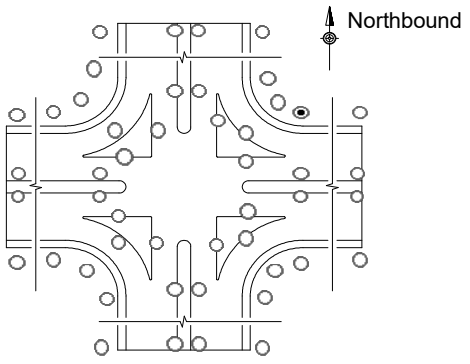
CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	26	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	0.10	%		
Cross Slope in Front of Ramp (Road Profile)	0.30	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #		Alg Δ Grade	9.4	%
Intersection Ramp # of #		2	4	
*Ramp Location (Use Figure Below)			09	
*Curb Ramp Type	Type 1			
*North Leg	6th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Wolf	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	6th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Wolf	(segment)	(offset)	
*West Leg Desc.	St			

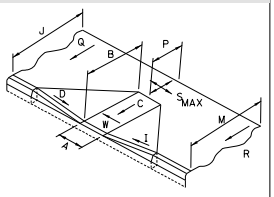


Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-6thSt-WolfSt-6thSt-WolfSt-2023-07-26-9-Type1
* Status	Current
Level of Service	As Per Contract Documents

pennsylvania
DEPARTMENT OF TRANSPORTATION

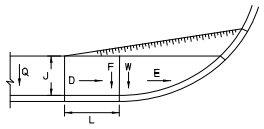
See the last tab of this workbook for instructions

TYPE 1



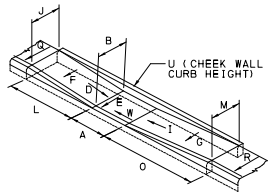
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



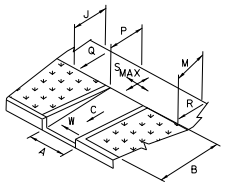
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



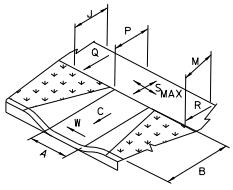
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



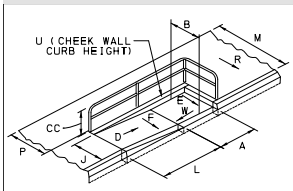
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



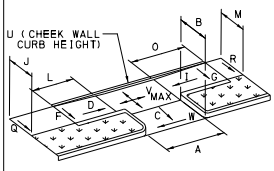
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



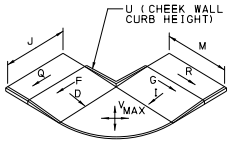
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



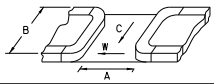
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

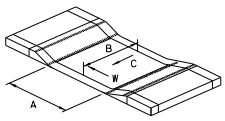


MAX ALG. CHANGE IN GRADE _____ %

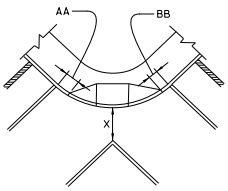
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	74	(IN)
*	C	9.30	(%)
*	D	2.70	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	4.90	(%)
*	J	87	(IN)
	K		(IN)
	L		(IN)
*	M	114	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	2.20	(%)
*	R	1.50	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(05-08)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

***Facility Type**

- (•) Curb Ramp
- ( ) Sidewalk
- ( ) Ped. Push Button
- ( ) Ped. Signal
- ( ) Other _____

Forward All Completed Forms to Streets Dept.

Justification for Technically Infeasible

(check all that apply)

- [x] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Other 1 — Existing steep cross slopes
- [ ] Other 2
- [ ] Other 3
- [ ] Other 4

General Information

*District: 06
*County: Philadelphia
*Twshp/Boro: Philadelphia City
Project ECMS #: N/A

Submitter Information

Submitted By:
*Submitter Company: Stantec
Street Address: 1500 Spring Garden St
City State Zip: Philadelphia, PA 19130
Telephone:
*Date Submitted: June 19, 2019

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [ ] Other

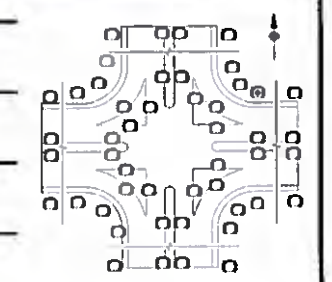
Pedestrian Traffic	(•) Yes	( ) No
Pedestrian Trip Generators	(•) Yes	( ) No
Safety Concerns	(•) Yes	( ) No
R9-3A "No Peds" Signs	(•) Yes	( ) No
Existing Crosswalk	(•) Yes	( ) No
Existing Sidewalk	(•) Yes	( ) No
Existing Push Buttons	(•) Yes	( ) No

ADT

Location Identification

Northbound

*SR North - Segment
*SR South - Segment
*SR East - Segment
*SR West - Segment



09
Location #

Investigated design alternatives	Why alternative was not selected
1. Compliant design	Restricted right-of-way space
2. Non-compliant landing	Too steep in an awkward configuration
3. Non-compliant ramp	Selected

Alternative selected and description of what requirement is not met

Non-compliant ramp slope to 10.2% It satisfies all other compliant design parameters

ADA Review Committee Recommendation

(•) Approved
( ) Denied
12/9/19
ADA Review Committee Chair - Date

ADE of Design Approval Status

(•) Approved
( ) Denied
12/13/19
District ADE of Design - Date

TIF #: TIF-06-Philadelphia-Philadelphia City-Stantec-0-43635

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(Print with a PCL Driver)

RAMP DESIGNS
RELEASED FOR CONSTRUCTION
Philadelphia Streets Dept
Date: 1/24/2020
Marques Brown
ADA Unit

(05-08)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

Design alternative #1 was to explore a fully compliant ramp with ramp slopes and a 4'x4' landing pad with a 1-2% cross slope. However, the presence of the existing building ramp (as pictured) occupies too much right-of-way to provide space for an entirely compliant design, and would require demolition of private property to accomodate.

Investigated Design Alternative #2

Design Alternative #2 was to explore compliant ramp slopes with a noncompliant landing pad. This alternative was not selected because the pad cross slopes would need to be 4+% in order to achieve a compliant ramp slope.

Investigated Design Alternative #3

Design alternative #3 was to explore a compliant landing pad with non-compliant ramp slopes. This altrenative would provide adequate turning and maneuvering in an otherwise constricted walking zone.

Summary

Alternative #3 was selected because it provides an adequate zone for turning/manuevering without the need to demolish a private building ramp (Alternative #1) or provide an awkward, non-compliant turning configuration (Alternative #2).

RAMP DESIGNS
RELEASED FOR CONSTRUCTION
Philadelphia Streets Dept
Date: 1/24/2020
Marques Brown
ADA Unit

TIF #: *TIF-06-Philadelphia-Philadelphia City-Stantec—9-43635*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

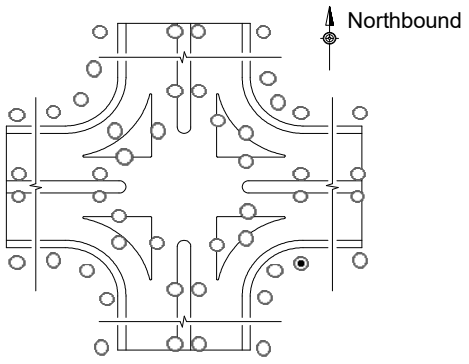
CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	26	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	-1.60	%		
Cross Slope in Front of Ramp (Road Profile)	1.90	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #		Alg Δ Grade	3.5	%
Intersection Ramp # of #		3	4	
*Ramp Location (Use Figure Below)			12	
*Curb Ramp Type	Type 1			
*North Leg	6th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Wolf	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	6th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Wolf	(segment)	(offset)	
*West Leg Desc.	St			

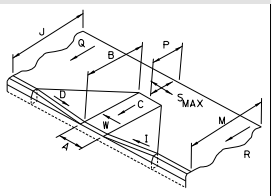


Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-6thSt-WolfSt-6thSt-WolfSt-2023-07-26-12-Type1
* Status	Current
Level of Service	As Per Contract Documents

pennsylvania
DEPARTMENT OF TRANSPORTATION

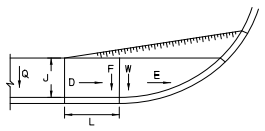
See the last tab of this workbook for instructions

TYPE 1



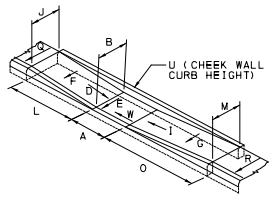
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



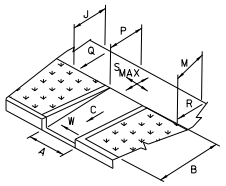
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



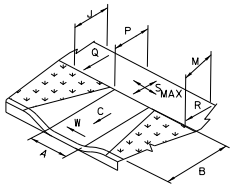
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



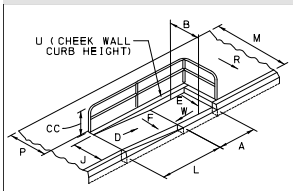
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



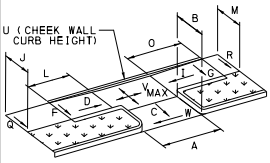
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



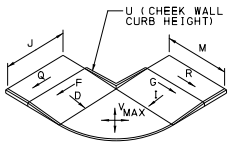
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



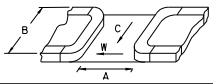
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

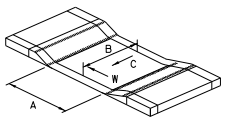


MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN



☐ TYPE B MEDIAN

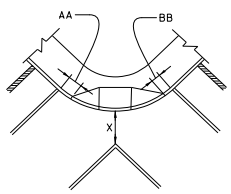


NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

	"0.00" inches or %		
*	A	48	(IN)
*	B	90	(IN)
*	C	5.10	(%)
*	D	7.70	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	1.10	(%)
*	J	181	(IN)
	K		(IN)
	L		(IN)
*	M	119	(IN)
	N		(IN)
	O		(IN)
*	P	88	(IN)
*	Q	0.60	(%)
*	R	0.70	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.90	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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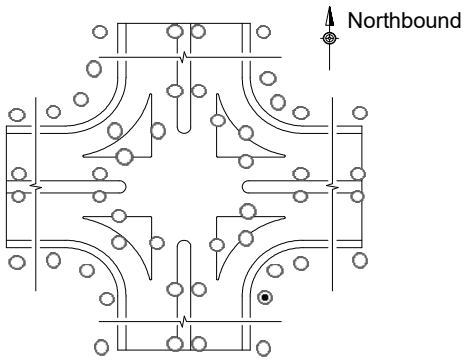
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	26	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	0.60	%		
Cross Slope in Front of Ramp (Road Profile)	1.30	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #		Alg Δ Grade	3.5	%
Intersection Ramp # of #		4	4	
*Ramp Location (Use Figure Below)			14	
*Curb Ramp Type	Type 1			
*North Leg	6th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Wolf	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	6th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Wolf	(segment)	(offset)	
*West Leg Desc.	St			



Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-6thSt-WolfSt-6thSt-WolfSt-2023-07-26-14-Type1
* Status	Current
Level of Service	As Per Contract Documents

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DEPARTMENT OF TRANSPORTATION

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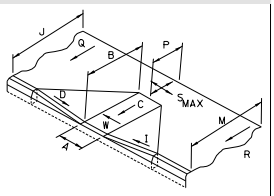
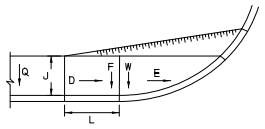
TYPE 1



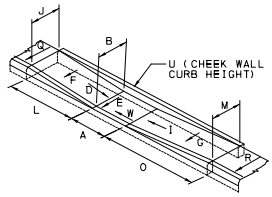
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



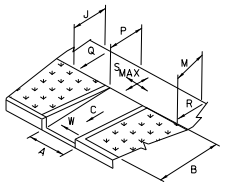
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



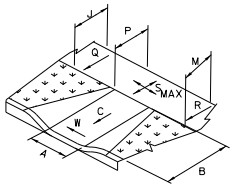
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



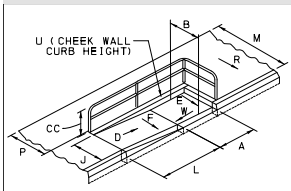
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



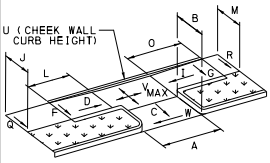
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



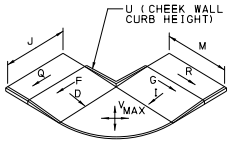
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



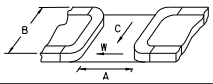
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

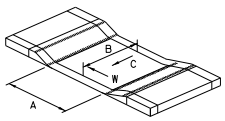


MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN



☐ TYPE B MEDIAN

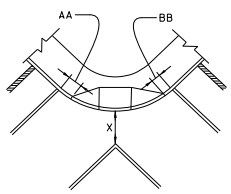


NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

	"0.00" inches or %		
*	A	48	(IN)
*	B	90	(IN)
*	C	2.90	(%)
*	D	4.20	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	5.60	(%)
*	J	181	(IN)
	K		(IN)
	L		(IN)
*	M	119	(IN)
	N		(IN)
	O		(IN)
*	P	88	(IN)
*	Q	0.60	(%)
*	R	0.70	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

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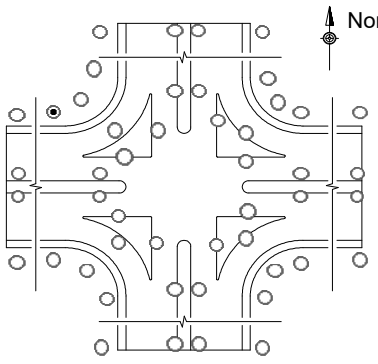
*Date of Investigation (yyyy mm dd)	2023	07	26	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	0.40	%		
Cross Slope in Front of Ramp (Road Profile)	0.10	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #		Alg Δ Grade	4.6	%
Intersection Ramp # of #		1	4	
*Ramp Location (Use Figure Below)			02	
*Curb Ramp Type	Type 1			
*North Leg	A	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Courtland	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	A	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Courtland	(segment)	(offset)	
*West Leg Desc.	St			



Accessible Push Buttons	Yes	
Asset # (auto)	C-06-101-60000-ASt-CourtlandSt-ASt-CourtlandSt-2023-07-26-2-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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DEPARTMENT OF TRANSPORTATION

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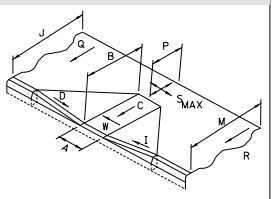
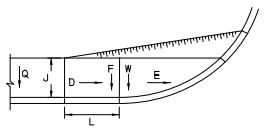
TYPE 1



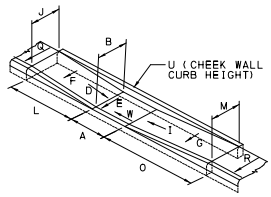
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



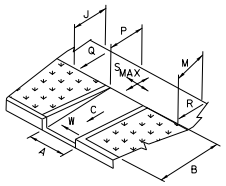
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



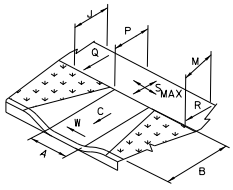
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



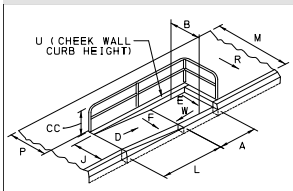
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



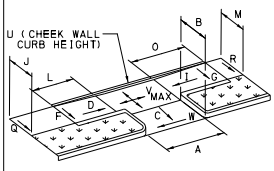
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



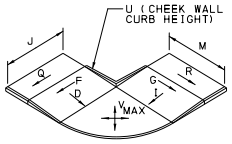
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____INCHES

TYPE 6



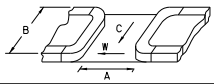
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

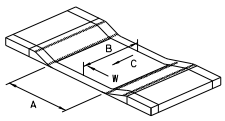


MAX ALG. CHANGE IN GRADE _____ %

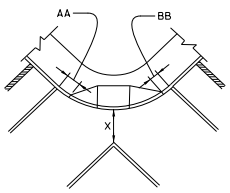
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	86	(IN)
*	C	4.20	(%)
*	D	-999.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	10.00	(%)
*	J	102	(IN)
	K		(IN)
	L		(IN)
*	M	156	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.30	(%)
*	R	1.40	(%)
*	S	1.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.20	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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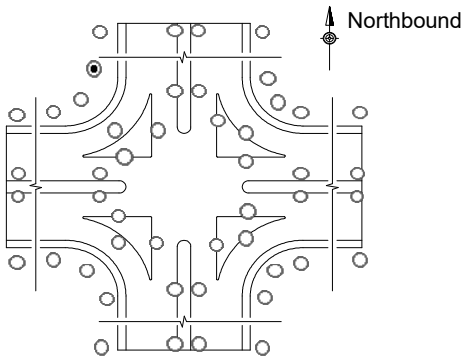
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	26	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	4.60	%		
Cross Slope in Front of Ramp (Road Profile)	1.40	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #		Alg Δ Grade	9.4	%
Intersection Ramp # of #		2	4	
*Ramp Location (Use Figure Below)			04	
*Curb Ramp Type	Type 1			
*North Leg	A	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Courtland	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	A	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Courtland	(segment)	(offset)	
*West Leg Desc.	St			



Accessible Push Buttons	Yes	
Asset # (auto)	C-06-101-60000-ASt-CourtlandSt-ASt-CourtlandSt-2023-07-26-4-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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DEPARTMENT OF TRANSPORTATION

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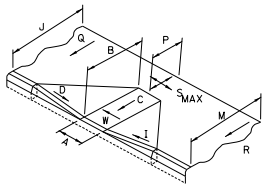
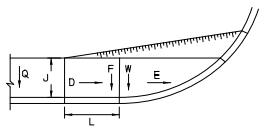
TYPE 1



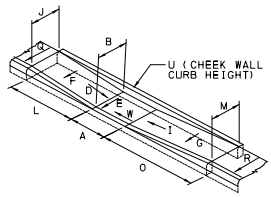
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



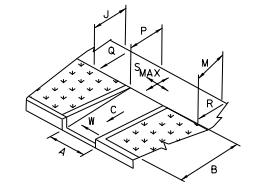
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



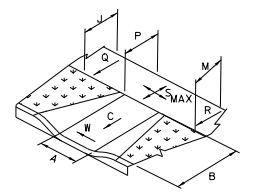
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



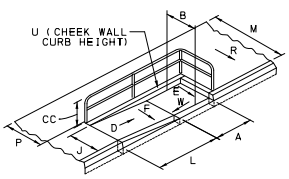
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



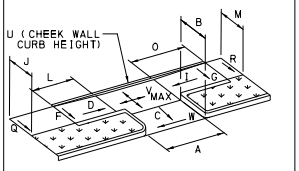
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



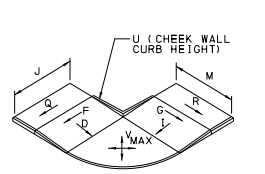
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____INCHES

TYPE 6



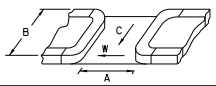
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

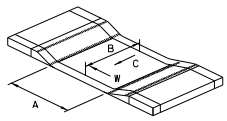


MAX ALG. CHANGE IN GRADE _____ %

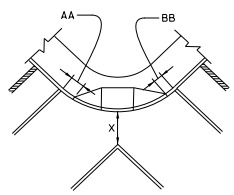
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	100	(IN)
*	C	4.80	(%)
*	D	3.80	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	2.60	(%)
*	J	102	(IN)
	K		(IN)
	L		(IN)
*	M	156	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.30	(%)
*	R	1.40	(%)
*	S	0.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

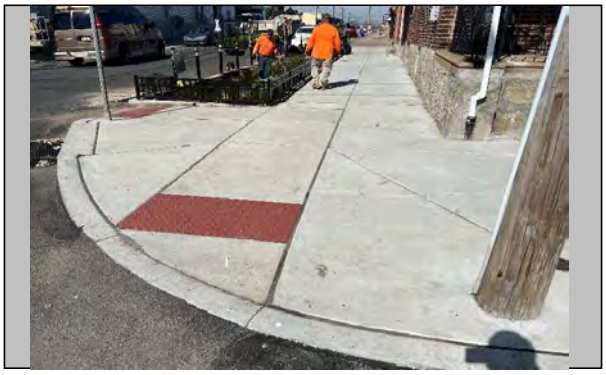
See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5



Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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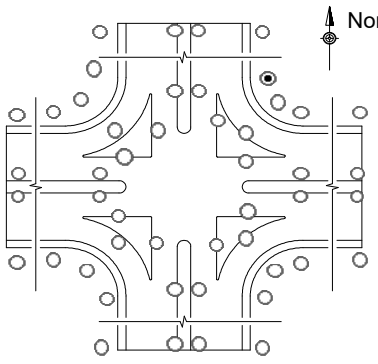
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	26	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	-1.90	%		
Cross Slope in Front of Ramp (Road Profile)	0.80	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #		Alg Δ Grade	4.4	%
Intersection Ramp # of #		3	4	
*Ramp Location (Use Figure Below)			07	
*Curb Ramp Type	Type 1			
*North Leg	A	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Courtland	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	A	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Courtland	(segment)	(offset)	
*West Leg Desc.	St			

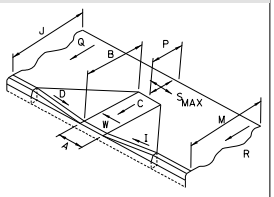


Accessible Push Buttons	Yes	
Asset # (auto)	C-06-101-60000-ASt-CourtlandSt-ASt-CourtlandSt-2023-07-26-7-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

pennsylvania
DEPARTMENT OF TRANSPORTATION

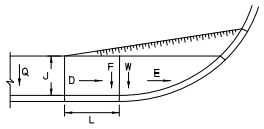
See the last tab of this workbook for instructions

TYPE 1



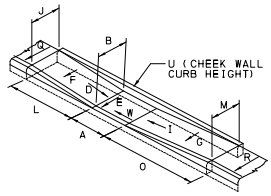
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



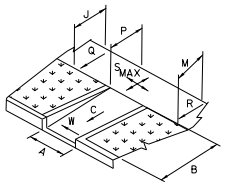
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



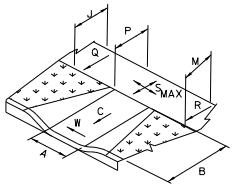
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



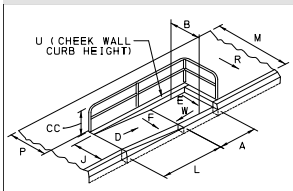
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



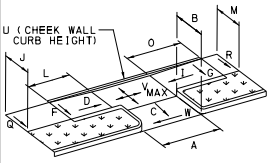
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



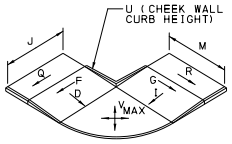
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

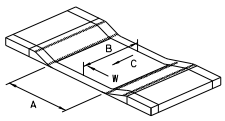
BLENDED TRANSITION



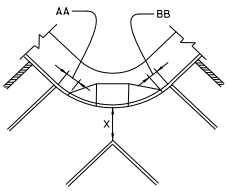
MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	55	(IN)
*	C	6.30	(%)
*	D	4.40	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	2.30	(%)
*	J	96	(IN)
	K		(IN)
	L		(IN)
*	M	124	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	4.70	(%)
*	R	1.30	(%)
*	S	1.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

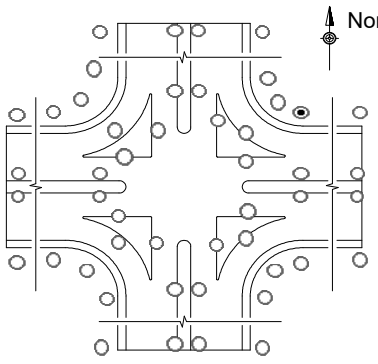
CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	26	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	0.80	%		
Cross Slope in Front of Ramp (Road Profile)	1.60	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #		Alg Δ Grade	7.3	%
Intersection Ramp # of #		4	4	
*Ramp Location (Use Figure Below)			09	
*Curb Ramp Type	Type 1			
*North Leg	A	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Courtland	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	A	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Courtland	(segment)	(offset)	
*West Leg Desc.	St			

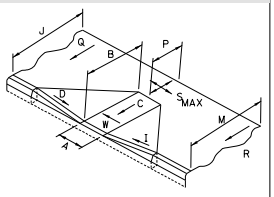


Accessible Push Buttons	Yes	
Asset # (auto)	C-06-101-60000-ASt-CourtlandSt-ASt-CourtlandSt-2023-07-26-9-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

pennsylvania
DEPARTMENT OF TRANSPORTATION

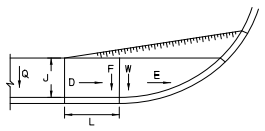
See the last tab of this workbook for instructions

TYPE 1



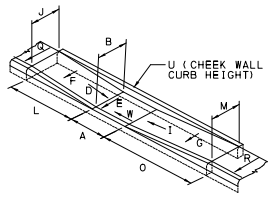
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



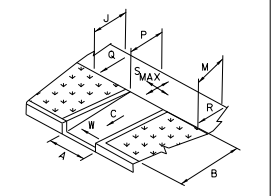
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



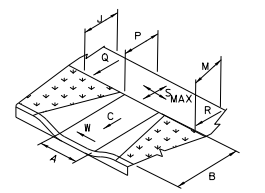
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



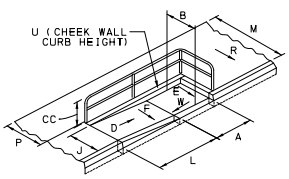
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



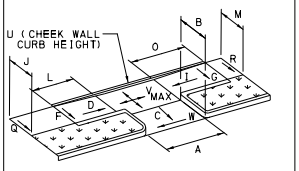
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



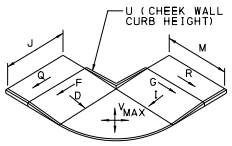
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



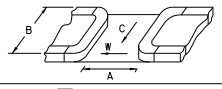
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

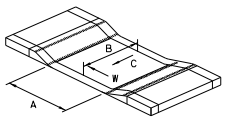


MAX ALG. CHANGE IN GRADE _____ %

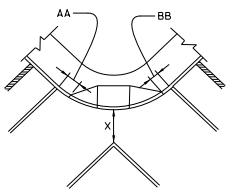
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	55	(IN)
*	C	6.50	(%)
*	D	3.10	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	4.80	(%)
*	J	96	(IN)
	K		(IN)
	L		(IN)
*	M	124	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	4.70	(%)
*	R	1.30	(%)
*	S	1.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.70	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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DEPARTMENT OF TRANSPORTATION

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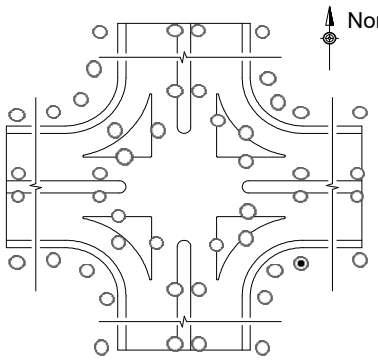
*Date of Investigation (yyyy mm dd)	2023	07	26	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	-4.60	%		
Cross Slope in Front of Ramp (Road Profile)	0.70	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #		Alg Δ Grade	0.3	%
Intersection Ramp # of #		2	2	
*Ramp Location (Use Figure Below)			12	
*Curb Ramp Type	Type 1			
*North Leg	A	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Wyoming	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	A	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Wyoming	(segment)	(offset)	
*West Leg Desc.	Ave			



Accessible Push Buttons	Yes	
Asset # (auto)	C-06-101-60000-ASt-WyomingAve-ASt-WyomingAve-2023-07-26-12-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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DEPARTMENT OF TRANSPORTATION

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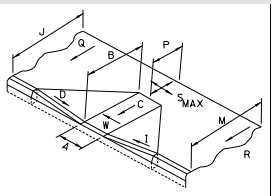
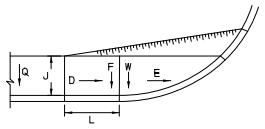
TYPE 1



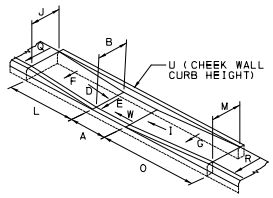
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



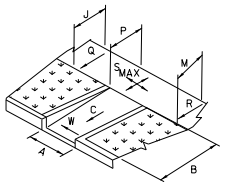
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



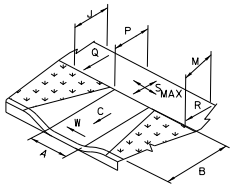
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



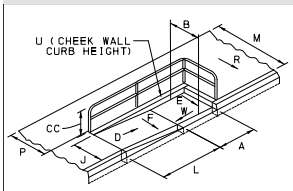
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



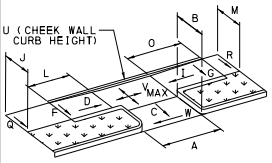
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



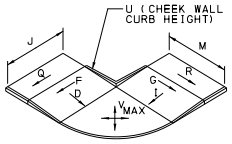
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



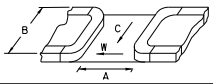
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

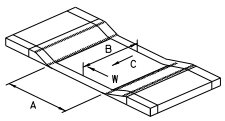


MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN



☐ TYPE B MEDIAN

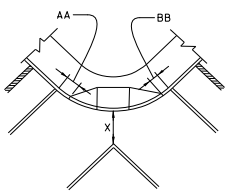


NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

	"0.00" inches or %		
*	A	48	(IN)
*	B	85	(IN)
*	C	4.30	(%)
*	D	0.10	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.30	(%)
*	J	101	(IN)
	K		(IN)
	L		(IN)
*	M	169	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	2.80	(%)
*	R	3.30	(%)
*	S	1.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.80	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

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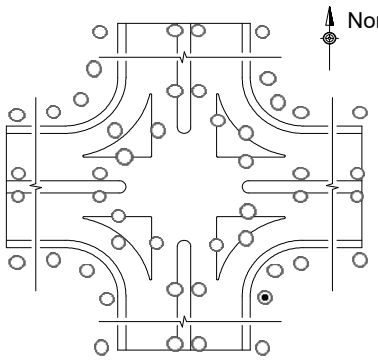
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	26	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	-5.10	%		
Cross Slope in Front of Ramp (Road Profile)	0.70	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #		Alg Δ Grade	2.9	%
Intersection Ramp # of #		1	2	
*Ramp Location (Use Figure Below)			14	
*Curb Ramp Type	Type 1			
*North Leg	A	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Wyoming	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	A	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Wyoming	(segment)	(offset)	
*West Leg Desc.	Ave			



Accessible Push Buttons	Yes	
Asset # (auto)	C-06-101-60000-ASt-WyomingAve-ASt-WyomingAve-2023-07-26-14-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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DEPARTMENT OF TRANSPORTATION

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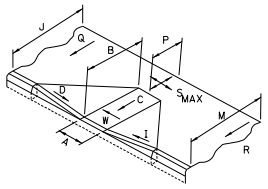
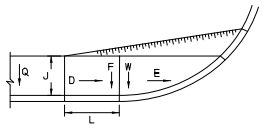
TYPE 1



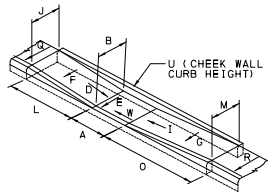
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



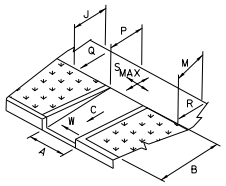
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



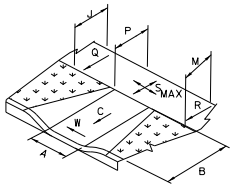
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



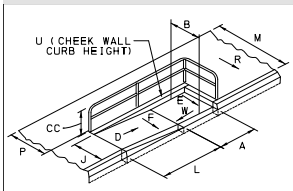
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



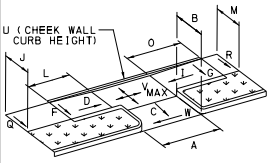
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



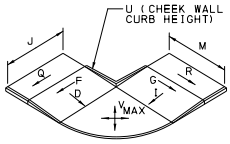
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

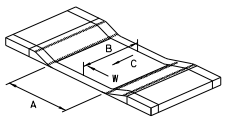
BLENDED TRANSITION



MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

☐ TYPE B MEDIAN

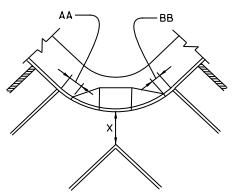


NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

	"0.00" inches or %		
*	A	48	(IN)
*	B	86	(IN)
*	C	2.20	(%)
*	D	5.10	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.60	(%)
*	J	101	(IN)
	K		(IN)
	L		(IN)
*	M	169	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	2.80	(%)
*	R	3.30	(%)
*	S	1.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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Insert Picture 1

Insert Picture 2

Insert Picture 3

Insert Picture 4

Insert Picture 5

Insert Picture 6

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DEPARTMENT OF TRANSPORTATION

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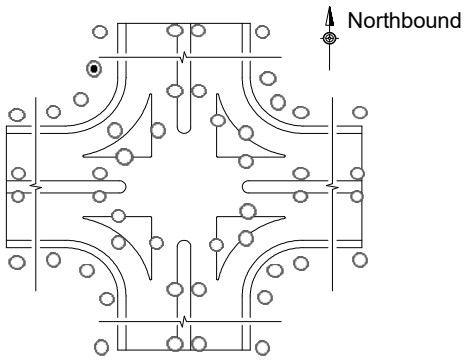
*Date of Investigation (yyyy mm dd)	2023	07	26	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	-1.70	%		
Cross Slope in Front of Ramp (Road Profile)	1.50	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #		Alg Δ Grade	4.2	%
Intersection Ramp # of #		1	1	
*Ramp Location (Use Figure Below)			04	
*Curb Ramp Type	Type 1			
*North Leg	Ella	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Courtland	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Ella	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Courtland	(segment)	(offset)	
*West Leg Desc.	St			



Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-EllaSt-CourtlandSt-EllaSt-CourtlandSt-2023-07-26-4-Type1
* Status	Current
Level of Service	Meets RC-67M

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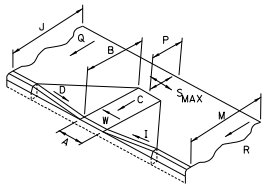
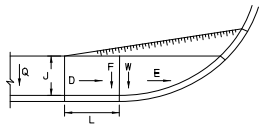
See the last tab of this workbook for instructions

TYPE 1



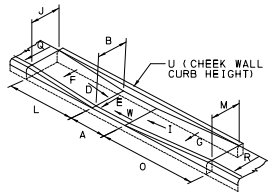
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



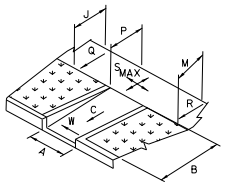
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



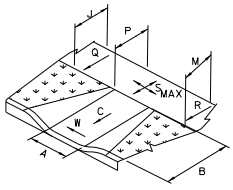
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



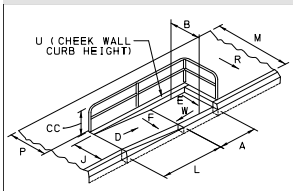
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



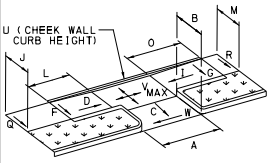
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



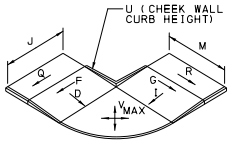
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

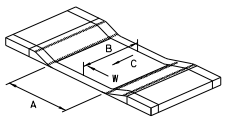
BLENDED TRANSITION



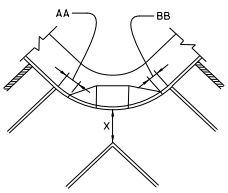
MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN

☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	78	(IN)
*	C	5.90	(%)
*	D	6.60	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	8.40	(%)
*	J	97	(IN)
	K		(IN)
	L		(IN)
*	M	89	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	0.30	(%)
*	R	3.70	(%)
*	S	1.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

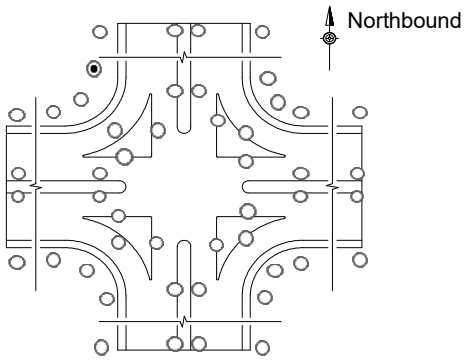
CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	26	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	6.00	%		
Cross Slope in Front of Ramp (Road Profile)	0.80	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #		Alg Δ Grade	13.0	%
Intersection Ramp # of #		1	1	
*Ramp Location (Use Figure Below)			04	
*Curb Ramp Type	Type 1			
*North Leg	Mascher	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Wyoming	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Mascher	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Wyoming	(segment)	(offset)	
*West Leg Desc.	Ave			



Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-MascherSt-WyomingAve-MascherSt-WyomingAve-2023-07-26-4-Type1
* Status	Current
Level of Service	Meets RC-67M

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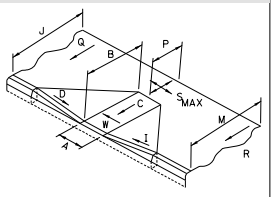
DEPARTMENT OF TRANSPORTATION

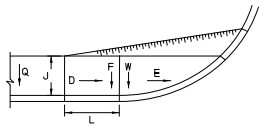
See the last tab of this workbook for instructions

TYPE 1



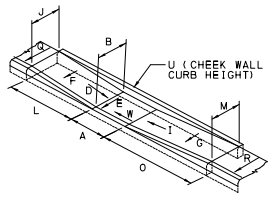
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



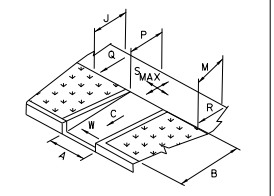
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



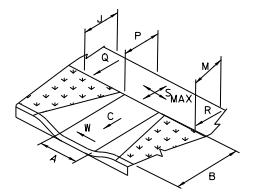
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



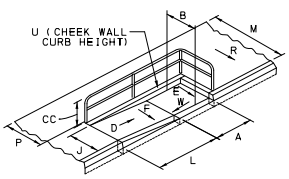
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



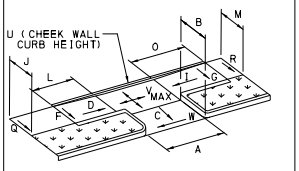
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



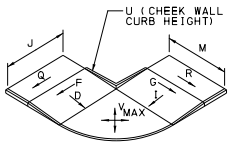
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____INCHES

TYPE 6



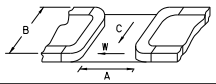
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

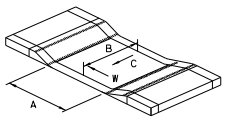


MAX ALG. CHANGE IN GRADE _____ %

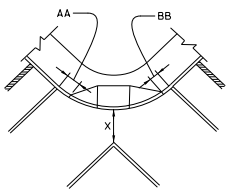
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	110	(IN)
*	C	7.00	(%)
*	D	0.40	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.40	(%)
*	J	176	(IN)
	K		(IN)
	L		(IN)
*	M	155	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.40	(%)
*	R	1.20	(%)
*	S	1.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

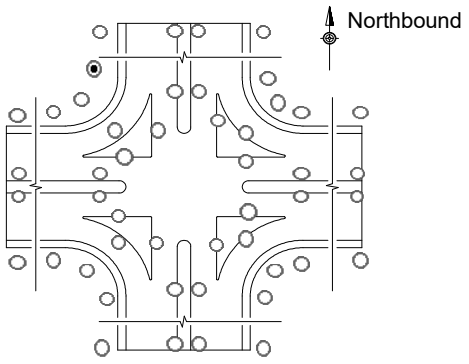
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	26	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.90	%		
Cross Slope in Front of Ramp (Road Profile)	0.40	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #		Alg Δ Grade	4.6	%
Intersection Ramp # of #		1	2	
*Ramp Location (Use Figure Below)			04	
*Curb Ramp Type	Type 1			
*North Leg	Howard	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Winghocking	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Howard	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Winghocking	(segment)	(offset)	
*West Leg Desc.	St			



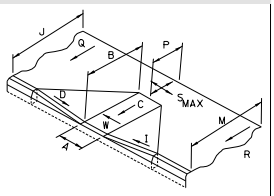
Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-HowardSt-WinghockingSt-HowardSt-WinghockingSt-2023-07-26-4-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

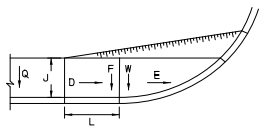
See the last tab of this workbook for instructions

TYPE 1



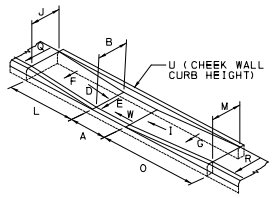
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



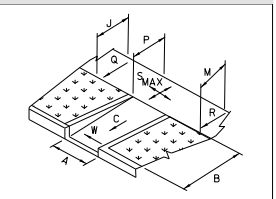
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



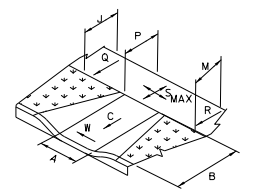
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



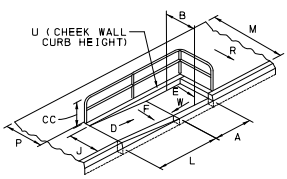
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



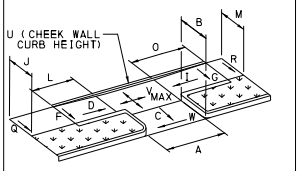
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



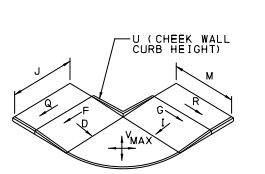
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



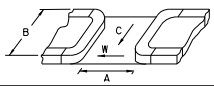
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

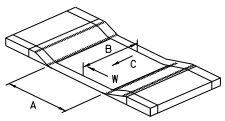


MAX ALG. CHANGE IN GRADE _____ %

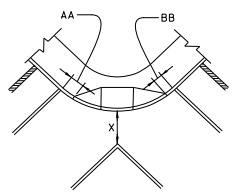
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	84	(IN)
*	C	1.70	(%)
*	D	1.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	8.50	(%)
*	J	60	(IN)
	K		(IN)
	L		(IN)
*	M	60	(IN)
	N		(IN)
	O		(IN)
*	P	60	(IN)
*	Q	6.90	(%)
*	R	1.30	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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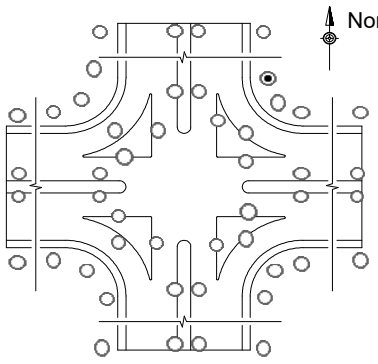
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	26	
Field Investigators 1	Patrick Gownley			
Field Investigators 2				
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	-3.10	%		
Cross Slope in Front of Ramp (Road Profile)	1.50	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #		Alg Δ Grade	2.7	%
Intersection Ramp # of #		2	2	
*Ramp Location (Use Figure Below)			07	
*Curb Ramp Type	Type 1			
*North Leg	Howard	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Winghocking	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Howard	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Winghocking	(segment)	(offset)	
*West Leg Desc.	St			



Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-HowardSt-WinghockingSt-HowardSt-WinghockingSt-2023-07-26-7-Type1
* Status	Current
Level of Service	Meets RC-67M

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DEPARTMENT OF TRANSPORTATION

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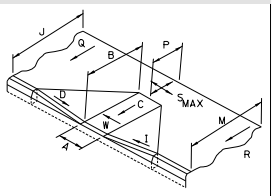
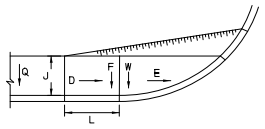
TYPE 1



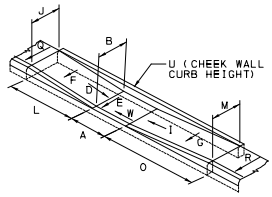
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



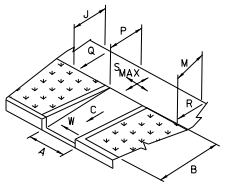
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



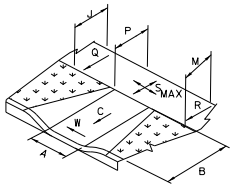
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



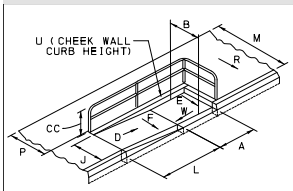
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



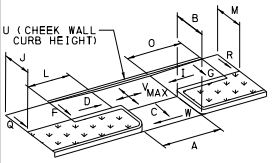
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



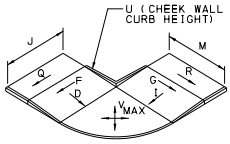
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



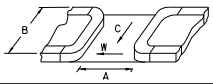
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

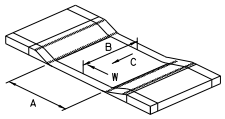


MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN



☐ TYPE B MEDIAN

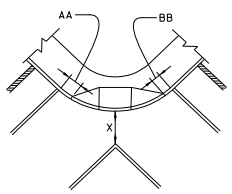


NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

	"0.00" inches or %		
*	A	48	(IN)
*	B	93	(IN)
*	C	5.80	(%)
*	D	0.40	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	5.70	(%)
*	J	144	(IN)
	K		(IN)
	L		(IN)
*	M	141	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	6.90	(%)
*	R	1.30	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 4

Insert Picture 2

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Insert Picture 6

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

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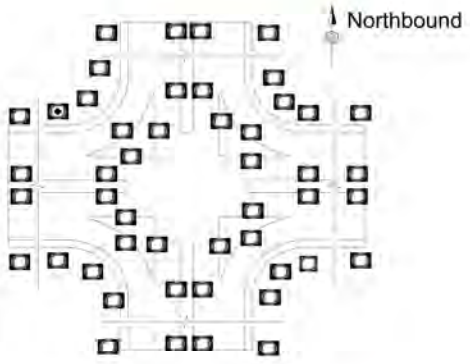
*Date of Investigation (yyyy mm dd)	2023	07	11	
Field Investigators 1	Robert Birrell (Seravalli, Inc)			
Field Investigators 2	Rich Ream (Seravalli, Inc)			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.60	%		
Cross Slope in Front of Ramp (Road Profile)	1.20	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #	N/A	Alg Δ Grade	8.7	%
Intersection Ramp # of #		1	2	
*Ramp Location (Use Figure Below)			02	
*Curb Ramp Type	Type 1			
*North Leg	Eastwood	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Solly	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	Eastwood	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Solly	(segment)	(offset)	
*West Leg Desc.	Ave			



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-EastwoodSt-SollyAve-EastwoodSt-SollyAve-2023-07-11-2-Type1
* Status	Current
Level of Service	Meets RC-67M

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DEPARTMENT OF TRANSPORTATION

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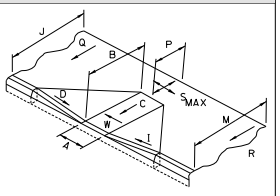
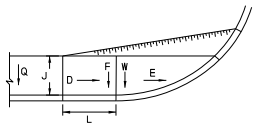
TYPE 1



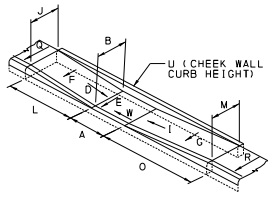
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



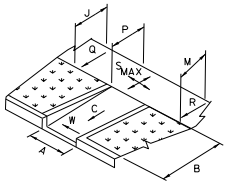
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



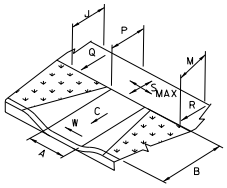
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



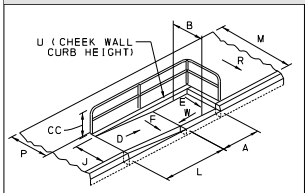
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



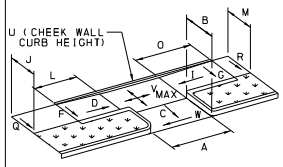
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



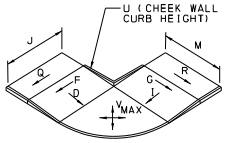
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



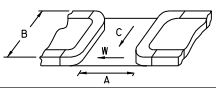
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

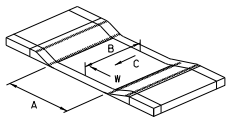


MAX ALG. CHANGE IN GRADE _____ %

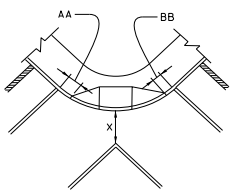
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	6.10	(%)
*	D	1.00	(%)
*	E	4.30	(%)
*	F	4.80	(%)
*	G	5.00	(%)
	H	4.50	(%)
*	I	5.10	(%)
*	J	60	(IN)
	K	4	(IN)
	L	42	(IN)
*	M	60	(IN)
	N	4	(IN)
	O	48	(IN)
*	P	48	(IN)
*	Q	1.60	(%)
*	R	2.80	(%)
*	S	1.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.80	(%)
*	X		(IN)
	Y		(IN)
	YY	120	(IN)
	Z		(IN)
	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 2

Insert Picture 3

Insert Picture 4

Insert Picture 5

Insert Picture 6

CS-4401 (6-17)

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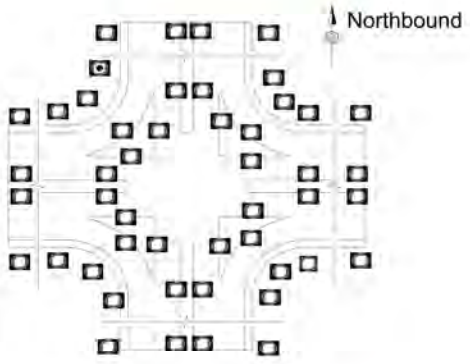
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	07	11	
Field Investigators 1		Robert Birrell (Seravalli, Inc)			
Field Investigators 2		Rich Ream (Seravalli, Inc)			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		1.70	%		
Cross Slope in Front of Ramp (Road Profile)		0.90	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	N/A	Alg Δ Grade	7.4	%	
Intersection Ramp # of #		2	2		
*Ramp Location (Use Figure Below)			04		
*Curb Ramp Type	Type 1				
*North Leg	Eastwood	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Solly	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	Eastwood	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Solly	(segment)	(offset)		
*West Leg Desc.	Ave				



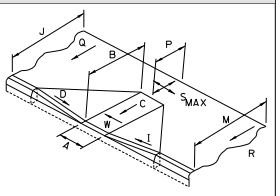
Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-EastwoodSt-SollyAve-EastwoodSt-SollyAve-2023-07-11-4-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

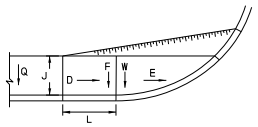
See the last tab of this workbook for instructions

TYPE 1



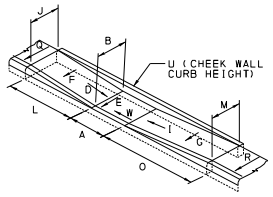
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



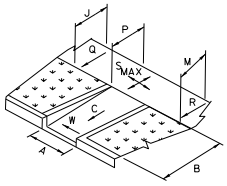
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



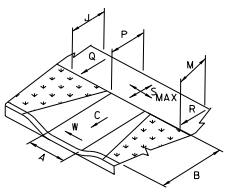
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



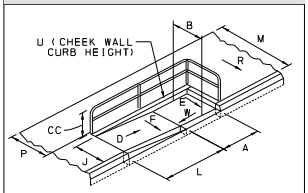
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



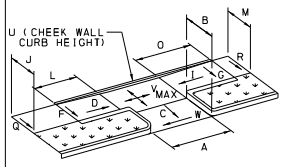
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



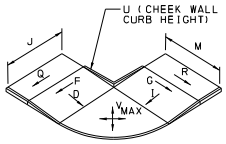
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



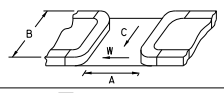
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

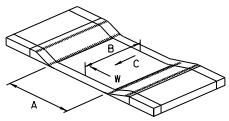


MAX ALG. CHANGE IN GRADE _____ %

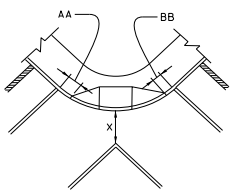
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	36	(IN)
*	C	5.70	(%)
*	D	6.20	(%)
*	E	6.30	(%)
*	F	5.90	(%)
*	G	5.10	(%)
	H	6.20	(%)
*	I	6.60	(%)
*	J	60	(IN)
	K	4	(IN)
	L	46	(IN)
*	M	60	(IN)
	N	5	(IN)
	O	32	(IN)
*	P	48	(IN)
*	Q	1.60	(%)
*	R	2.80	(%)
*	S	1.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
	Y		(IN)
	YY	132	(IN)
	Z		(IN)
	ZZ	120	(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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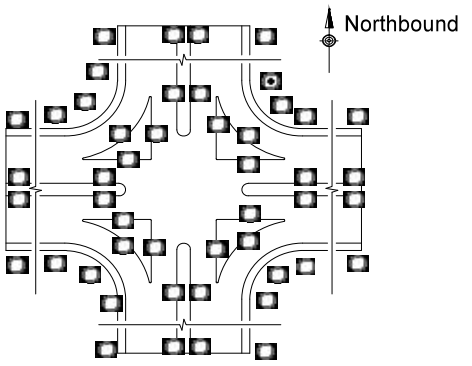
DEPARTMENT OF TRANSPORTATION

Partial Submission for Porject PWD W-20482-D
Officially Accepted on 7/26/2023
Under Project W-447 - WOID # 747716

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	05	24		
Field Investigators 1	Robert Birrell (Seravalli, Inc)				
Field Investigators 2	Rich Ream (Seravalli, Inc)				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	Yes				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	0.80	%			
Cross Slope in Front of Ramp (Road Profile)	1.40	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS #	N/A	Alg Δ Grade	4.9	%	
Intersection Ramp # of #		1	2		
*Ramp Location (Use Figure Below)			07		
*Curb Ramp Type	Type 1				
*North Leg	Eastwood	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Stanwood	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	Eastwood	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Stanwood	(segment)	(offset)		
*West Leg Desc.	St				



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-EastwoodSt-StanwoodSt-EastwoodSt-StanwoodSt-2023-05-24-7-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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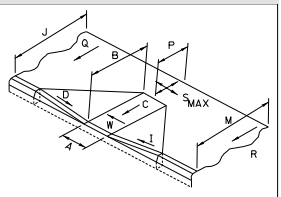
DEPARTMENT OF TRANSPORTATION

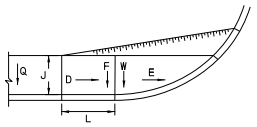
See the last tab of this workbook for instructions

TYPE 1



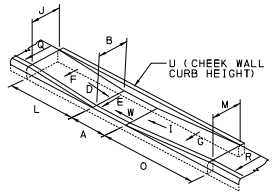
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



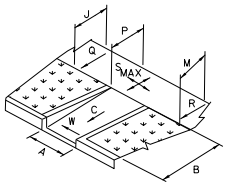
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



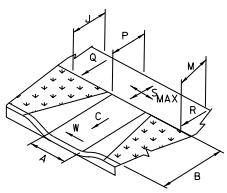
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



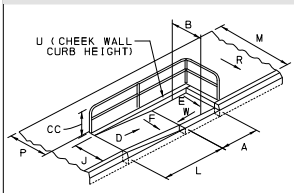
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



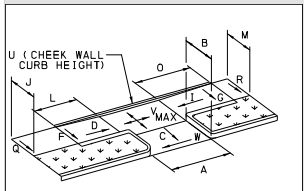
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



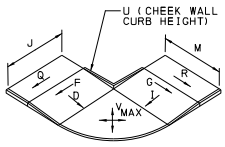
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



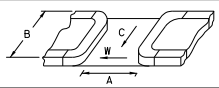
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

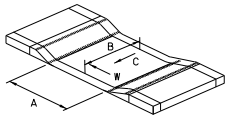


MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN



☐ TYPE B MEDIAN

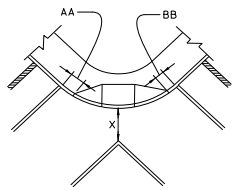


NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

	"0.00" inches or %		
*	A	48	(IN)
*	B	45	(IN)
*	C	4.10	(%)
*	D	6.20	(%)
*	E	5.40	(%)
*	F	5.30	(%)
*	G	5.40	(%)
	H	6.10	(%)
*	I	6.90	(%)
*	J	60	(IN)
	K	4	(IN)
	L	41	(IN)
*	M	60	(IN)
	N	3	(IN)
	O	47	(IN)
*	P	49	(IN)
*	Q	1.50	(%)
*	R	0.50	(%)
*	S	0.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
	Y		(IN)
	YY	120	(IN)
	Z		(IN)
	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 2

Insert Picture 3

Insert Picture 4

Insert Picture 5

Insert Picture 6

CS-4401 (6-17)

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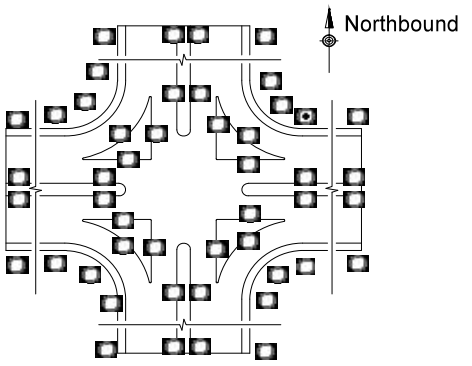
DEPARTMENT OF TRANSPORTATION

Partial Submission for Porject PWD W-20482-D
Officially Accepted on 7/26/2023
Under Project W-447 - WOID # 747716

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	05	24		
Field Investigators 1	Robert Birrell (Seravalli, Inc)				
Field Investigators 2	Rich Ream (Seravalli, Inc)				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	Yes				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	2.40	%			
Cross Slope in Front of Ramp (Road Profile)	0.80	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS #	N/A	Alg Δ Grade	7.4	%	
Intersection Ramp # of #		2	2		
*Ramp Location (Use Figure Below)			09		
*Curb Ramp Type	Type 1				
*North Leg	Eastwood	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Stanwood	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	Eastwood	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Stanwood	(segment)	(offset)		
*West Leg Desc.	St				



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-EastwoodSt-StanwoodSt-EastwoodSt-StanwoodSt-2023-05-24-9-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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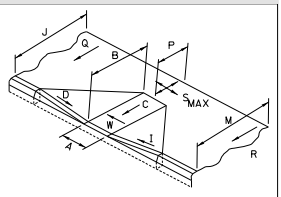
DEPARTMENT OF TRANSPORTATION

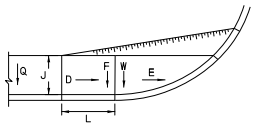
See the last tab of this workbook for instructions

TYPE 1



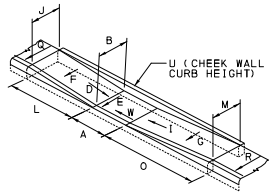
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



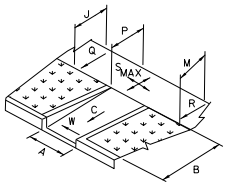
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



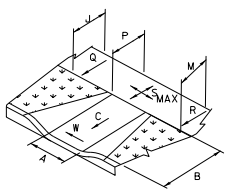
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



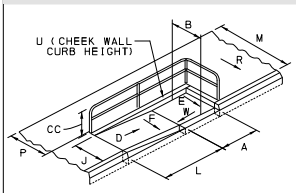
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



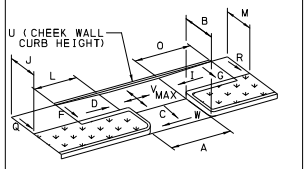
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



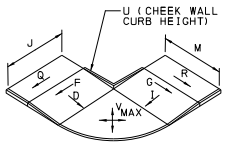
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



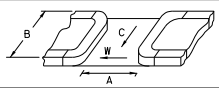
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

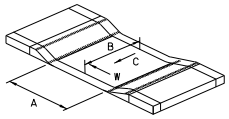


MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN



☐ TYPE B MEDIAN

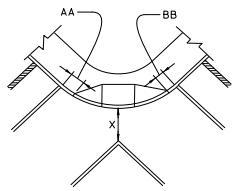


NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

	"0.00" inches or %		
*	A	48	(IN)
*	B	40	(IN)
*	C	5.00	(%)
*	D	8.20	(%)
*	E	6.50	(%)
*	F	5.90	(%)
*	G	7.40	(%)
	H	6.40	(%)
*	I	7.10	(%)
*	J	60	(IN)
	K	3	(IN)
	L	40	(IN)
*	M	60	(IN)
	N	5	(IN)
	O	42	(IN)
*	P	48	(IN)
*	Q	1.50	(%)
*	R	0.50	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
	Y		(IN)
	YY	120	(IN)
	Z		(IN)
	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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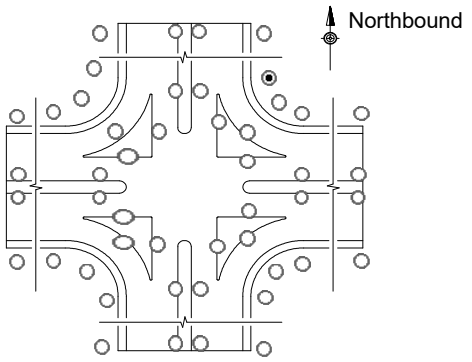
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	01	10	
Field Investigators 1	Rob Capece, P.E.			
Field Investigators 2	Joseph Karn, E.I.T.			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.20	%		
Cross Slope in Front of Ramp (Road Profile)	0.90	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #		Alg Δ Grade	6.5	%
Intersection Ramp # of #		1	2	
*Ramp Location (Use Figure Below)			07	
*Curb Ramp Type	Type 1			
*North Leg	Emerald	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Huntingdon	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Emerald	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Huntingdon	(segment)	(offset)	
*West Leg Desc.	St			



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-EmeraldSt-HuntingdonSt-EmeraldSt-HuntingdonSt-2024-01-10-7-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

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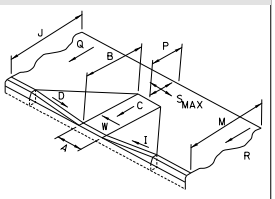
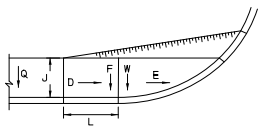
TYPE 1



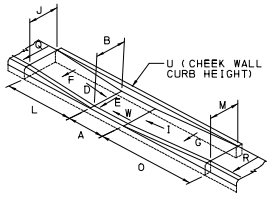
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



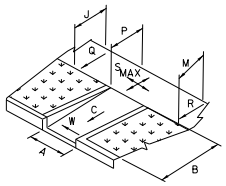
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



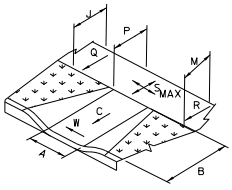
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



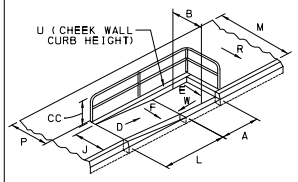
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



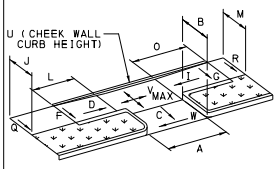
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



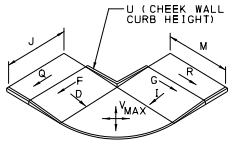
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



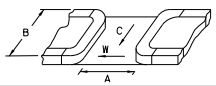
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

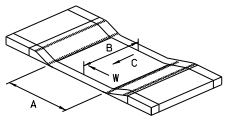


MAX ALG. CHANGE IN GRADE _____ %

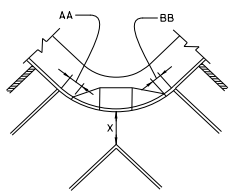
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	24	(IN)
*	C	4.30	(%)
*	D	9.10	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	3.90	(%)
*	J	148	(IN)
	K		(IN)
	L		(IN)
*	M	91	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	2.77	(%)
*	R	1.16	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.90	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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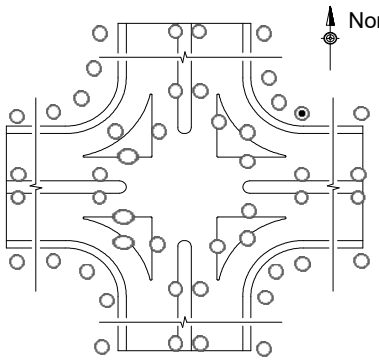
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	01	10	
Field Investigators 1	Rob Capece, P.E.			
Field Investigators 2	Joseph Karn, E.I.T.			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	3.00	%		
Cross Slope in Front of Ramp (Road Profile)	0.50	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #		Alg Δ Grade	10.0	%
Intersection Ramp # of #		2	2	
*Ramp Location (Use Figure Below)			09	
*Curb Ramp Type	Type 1			
*North Leg	Emerald	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Huntingdon	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Emerald	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Huntingdon	(segment)	(offset)	
*West Leg Desc.	St			



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-EmeraldSt-HuntingdonSt-EmeraldSt-HuntingdonSt-2024-01-10-9-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

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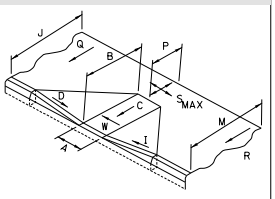
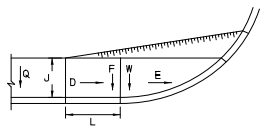
TYPE 1



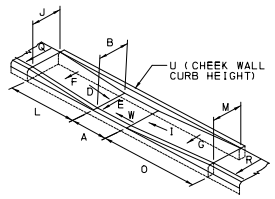
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



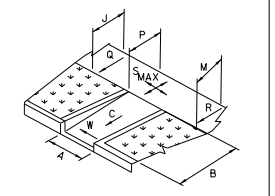
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



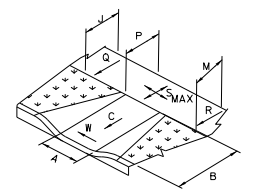
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



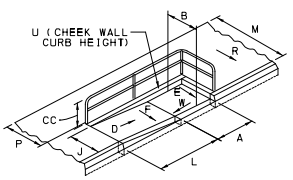
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



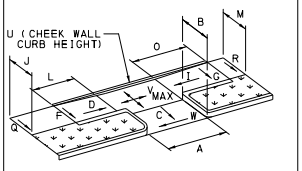
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



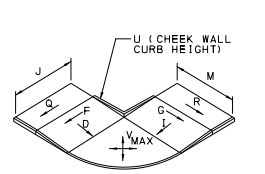
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



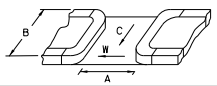
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

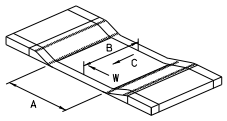


MAX ALG. CHANGE IN GRADE _____ %

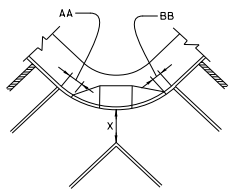
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	41	(IN)
*	C	7.00	(%)
*	D	4.60	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	9.30	(%)
*	J	148	(IN)
	K		(IN)
	L		(IN)
*	M	91	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	2.77	(%)
*	R	1.16	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.70	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

Partial Submission for Project PWD S41069-RD
Officially Accepted on 7/7/2023
Under Project W-525 - WOID # 862926

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

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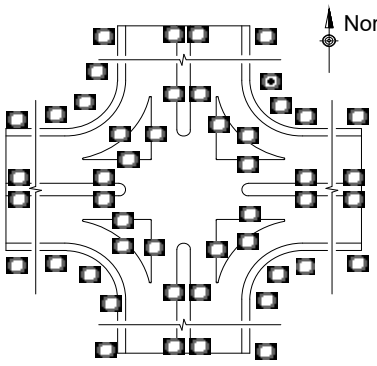
*Date of Investigation (yyyy mm dd)		2023	05	12	
Field Investigators 1		Robert Birrell (Seravalli, Inc)			
Field Investigators 2		Rich Ream (Seravalli, Inc)			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		4.90	%		
Cross Slope in Front of Ramp (Road Profile)		2.00	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	N/A	Alg Δ Grade	12.7	%	
Intersection Ramp # of #		1	2		
*Ramp Location (Use Figure Below)			07		
*Curb Ramp Type	Type 1				
*North Leg	Johnson	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Cherokee	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	Johnson	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Cherokee	(segment)	(offset)		
*West Leg Desc.	St				

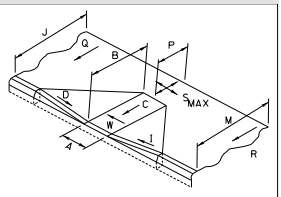


Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-JohnsonSt-CherokeeSt-JohnsonSt-CherokeeSt-2023-05-12-7-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

pennsylvania
DEPARTMENT OF TRANSPORTATION

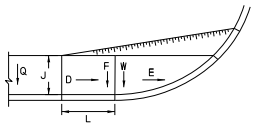
See the last tab of this workbook for instructions

TYPE 1



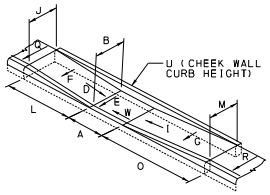
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



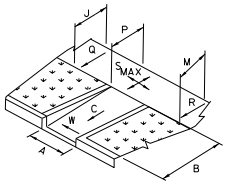
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



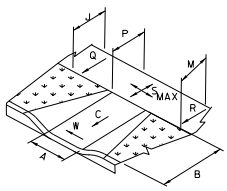
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



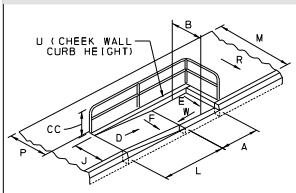
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



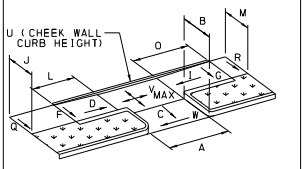
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



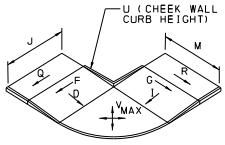
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



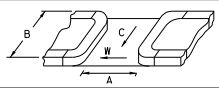
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

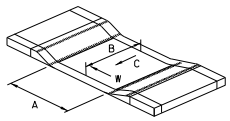


MAX ALG. CHANGE IN GRADE _____ %

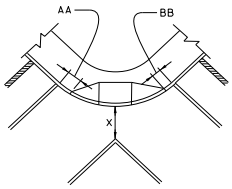
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

		"0.00" inches or %	
*	A	48	(IN)
*	B	25	(IN)
*	C	7.80	(%)
*	D	5.00	(%)
*	E	6.30	(%)
*	F	7.20	(%)
*	G	9.10	(%)
	H	7.40	(%)
*	I	3.90	(%)
*	J	112	(IN)
	K	3	(IN)
	L	50	(IN)
*	M	36	(IN)
	N	5	(IN)
	O	25	(IN)
*	P	48	(IN)
*	Q	3.40	(%)
*	R	2.10	(%)
*	S	1.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.50	(%)
*	X		(IN)
	Y		(IN)
	YY	120	(IN)
	Z		(IN)
	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 2

Insert Picture 3

Insert Picture 4

Insert Picture 5

Insert Picture 6

Partial Submission for Project PWD S41069-RD
Officially Accepted on 7/7/2023
Under Project W-525 - WOID # 862926

CS-4401 (6-17)

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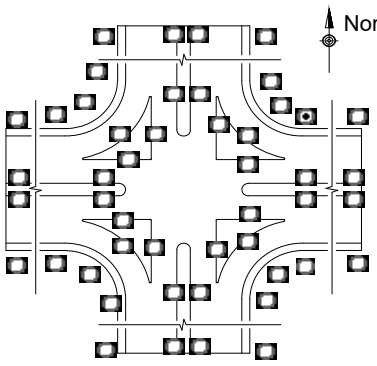
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	05	12	
Field Investigators 1		Robert Birrell (Seravalli, Inc)			
Field Investigators 2		Rich Ream (Seravalli, Inc)			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		0.80	%		
Cross Slope in Front of Ramp (Road Profile)		1.70	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	N/A	Alg Δ Grade	8.5	%	
Intersection Ramp # of #		2	2		
*Ramp Location (Use Figure Below)			09		
*Curb Ramp Type	Type 1				
*North Leg	Johnson	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Cherokee	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	Johnson	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Cherokee	(segment)	(offset)		
*West Leg Desc.	St				



Accessible Push Buttons		N/A
Asset # (auto)	C-06-101-60000-JohnsonSt-CherokeeSt-JohnsonSt-CherokeeSt-2023-05-12-9-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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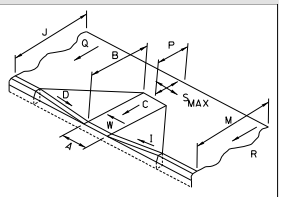
DEPARTMENT OF TRANSPORTATION

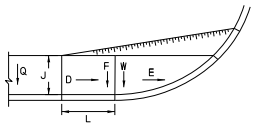
See the last tab of this workbook for instructions

TYPE 1



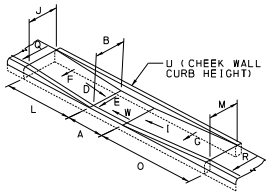
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



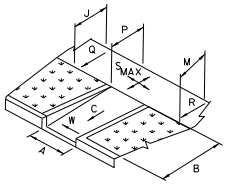
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



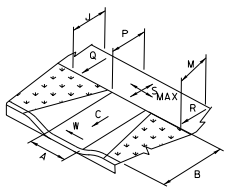
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



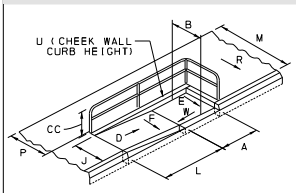
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



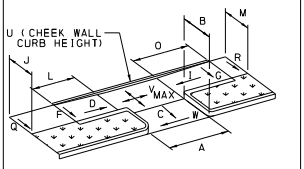
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



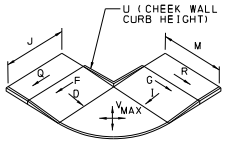
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



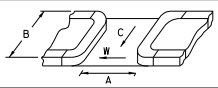
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

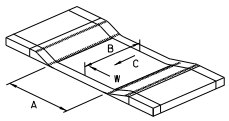


MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN



☐ TYPE B MEDIAN

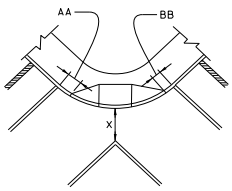


NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

	"0.00" inches or %		
*	A	48	(IN)
*	B	76	(IN)
*	C	7.70	(%)
*	D	4.80	(%)
*	E	7.00	(%)
*	F	7.10	(%)
*	G	7.80	(%)
	H	8.50	(%)
*	I	3.10	(%)
*	J	112	(IN)
	K	6	(IN)
	L	77	(IN)
*	M	36	(IN)
	N	5	(IN)
	O	52	(IN)
*	P	36	(IN)
*	Q	3.40	(%)
*	R	2.10	(%)
*	S	1.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.80	(%)
*	X		(IN)
	Y		(IN)
	YY	120	(IN)
	Z		(IN)
	ZZ	144	(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

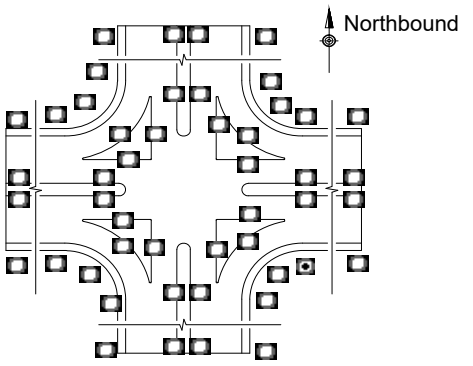
Insert Picture 6

Partial Submission for Project PWD S41069-RD
Officially Accepted on 7/7/2023
Under Project W-525 - WOID # 862926

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	02	13	
Field Investigators 1		Robert Birrell (Seravalli, Inc)			
Field Investigators 2		Rich Ream (Seravalli, Inc)			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		2.70	%		
Cross Slope in Front of Ramp (Road Profile)		1.00	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	N/A	Alg Δ Grade	5.5	%	
Intersection Ramp # of #		1	2		
*Ramp Location (Use Figure Below)			12		
*Curb Ramp Type	Type 1				
*North Leg	Upsal	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Cherokee	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	Upsal	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Cherokee	(segment)	(offset)		
*West Leg Desc.	St				

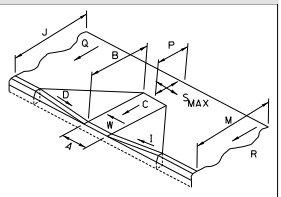


Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-UpsalSt-CherokeeSt-UpsalSt-CherokeeSt-2023-02-13-12-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

pennsylvania
DEPARTMENT OF TRANSPORTATION

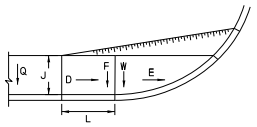
See the last tab of this workbook for instructions

TYPE 1



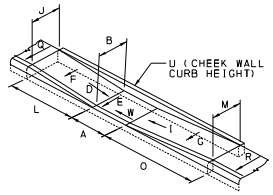
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



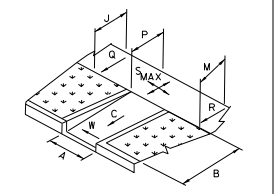
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



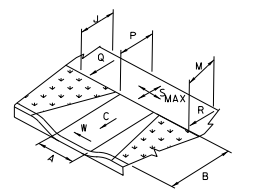
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



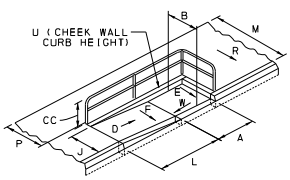
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



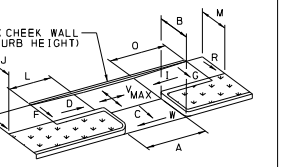
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



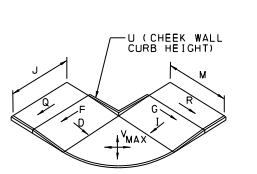
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



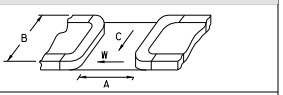
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

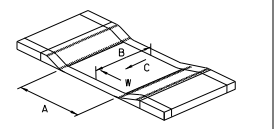


MAX ALG. CHANGE IN GRADE _____ %

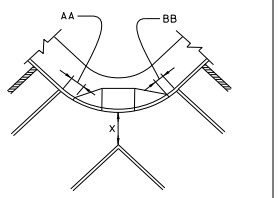
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	26	(IN)
*	C	2.80	(%)
*	D	7.90	(%)
*	E	2.00	(%)
*	F	2.10	(%)
*	G	3.10	(%)
	H	1.50	(%)
*	I	3.40	(%)
*	J	48	(IN)
	K	3	(IN)
	L	53	(IN)
*	M	60	(IN)
	N	3	(IN)
	O	36	(IN)
*	P	48	(IN)
*	Q	0.80	(%)
*	R	5.20	(%)
*	S	1.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
	Y		(IN)
	YY	120	(IN)
	Z		(IN)
	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 2

Insert Picture 3

Insert Picture 4

Insert Picture 5

Insert Picture 6

Partial Submission for Project PWD S41069-RD
Officially Accepted on 7/7/2023
Under Project W-525 - WOID # 862926

CS-4401 (6-17)

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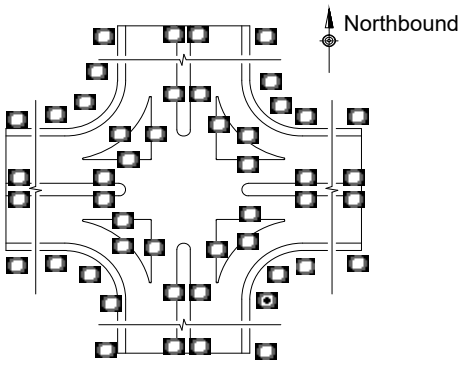
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	02	13	
Field Investigators 1		Robert Birrell (Seravalli, Inc)			
Field Investigators 2		Rich Ream (Seravalli, Inc)			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		2.30	%		
Cross Slope in Front of Ramp (Road Profile)		2.00	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	N/A	Alg Δ Grade	10.0	%	
Intersection Ramp # of #		2	2		
*Ramp Location (Use Figure Below)			14		
*Curb Ramp Type	Type 1				
*North Leg	Upsal	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Cherokee	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	Upsal	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Cherokee	(segment)	(offset)		
*West Leg Desc.	St				



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-UpsalSt-CherokeeSt-UpsalSt-CherokeeSt-2023-02-13-14-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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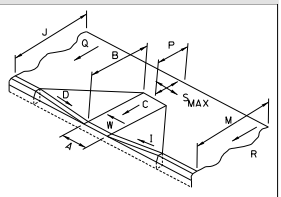
DEPARTMENT OF TRANSPORTATION

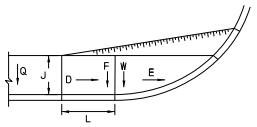
See the last tab of this workbook for instructions

TYPE 1



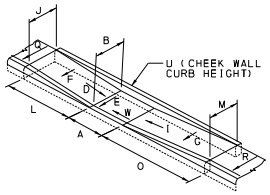
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



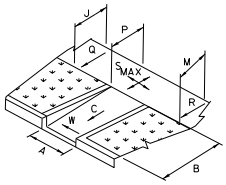
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



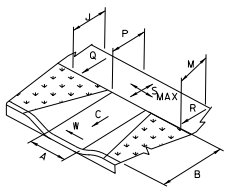
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



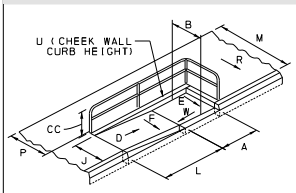
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



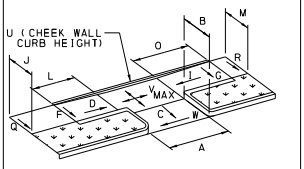
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



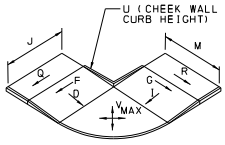
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



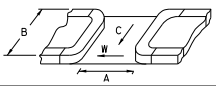
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

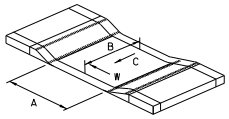


MAX ALG. CHANGE IN GRADE _____ %

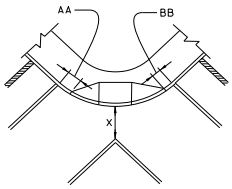
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

		"0.00" inches or %	
*	A	48	(IN)
*	B	82	(IN)
*	C	7.70	(%)
*	D	8.70	(%)
*	E	9.90	(%)
*	F	7.10	(%)
*	G	6.80	(%)
	H	3.00	(%)
*	I	2.00	(%)
*	J	48	(IN)
	K	3	(IN)
	L	69	(IN)
*	M	60	(IN)
	N	3	(IN)
	O	27	(IN)
*	P	48	(IN)
*	Q	0.80	(%)
*	R	5.20	(%)
*	S	0.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
	Y		(IN)
	YY	120	(IN)
	Z		(IN)
	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

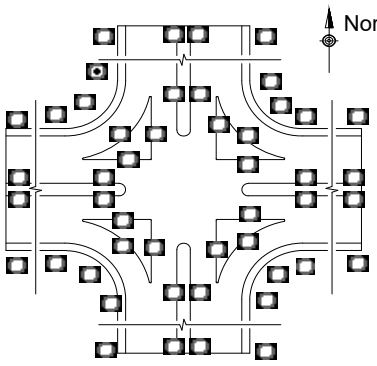
Partial Submission for Project PWD S41069-RD
Officially Accepted on 7/7/2023
Under Project W-525 - WOID # 862926

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	02	13	
Field Investigators 1		Robert Birrell (Seravalli, Inc)			
Field Investigators 2		Rich Ream (Seravalli, Inc)			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		4.40	%		
Cross Slope in Front of Ramp (Road Profile)		2.00	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	N/A	Alg Δ Grade	10.5	%	
Intersection Ramp # of #		1	1		
*Ramp Location (Use Figure Below)			04		
*Curb Ramp Type	Type 1				
*North Leg	Weaver	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Cherokee	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg		(segment)	(offset)		
*South Leg Desc.					
*West Leg	Cherokee	(segment)	(offset)		
*West Leg Desc.	St				



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-WeaverSt-CherokeeSt-CherokeeSt-2023-02-13-4-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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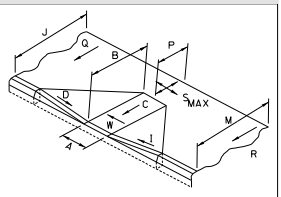
DEPARTMENT OF TRANSPORTATION

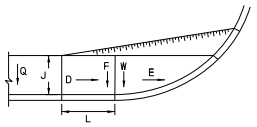
See the last tab of this workbook for instructions

TYPE 1



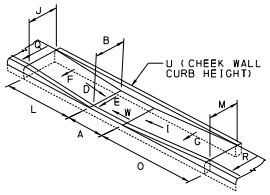
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



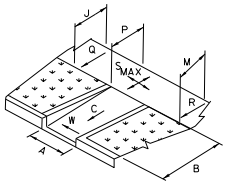
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



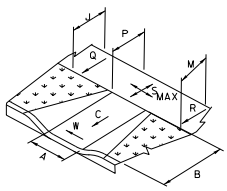
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



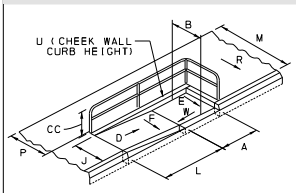
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



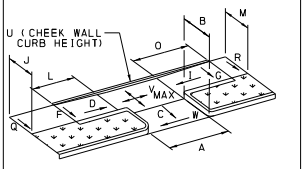
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



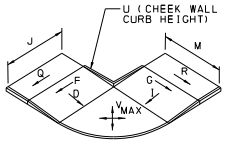
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



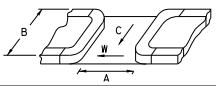
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

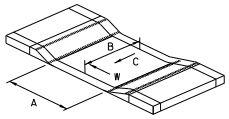


MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN



☐ TYPE B MEDIAN

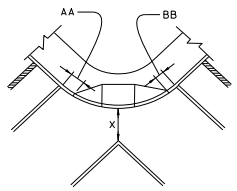


NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

	"0.00" inches or %		
*	A	48	(IN)
*	B	80	(IN)
*	C	6.10	(%)
*	D	8.00	(%)
*	E	7.50	(%)
*	F	6.10	(%)
*	G	5.90	(%)
	H	7.90	(%)
*	I	6.00	(%)
*	J	48	(IN)
	K	5	(IN)
	L	48	(IN)
*	M	56	(IN)
	N	6	(IN)
	O	102	(IN)
*	P	48	(IN)
*	Q	3.60	(%)
*	R	3.20	(%)
*	S	1.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.90	(%)
*	X		(IN)
	Y		(IN)
	YY	120	(IN)
	Z		(IN)
	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 2

Insert Picture 3

Insert Picture 4

Insert Picture 5

Insert Picture 6

Partial Submission for Project PWD S41069-RD
Officially Accepted on 7/7/2023
Under Project W-525 - WOID # 862926

CS-4401 (6-17)

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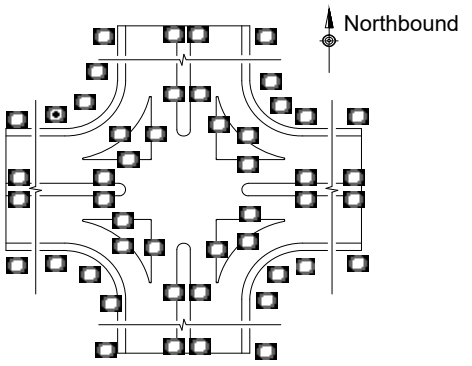
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	05	12		
Field Investigators 1	Robert Birrell (Seravalli, Inc)				
Field Investigators 2	Rich Ream (Seravalli, Inc)				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	Yes				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	1.20	%			
Cross Slope in Front of Ramp (Road Profile)	1.90	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS #	N/A	Alg Δ Grade	6.5	%	
Intersection Ramp # of #		1	4		
*Ramp Location (Use Figure Below)			02		
*Curb Ramp Type	Type 1				
*North Leg	Hortter	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Pelham	(segment)	(offset)		
*East Leg Desc.	Rd				
*South Leg	Hortter	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Pelham	(segment)	(offset)		
*West Leg Desc.	Rd				



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-HortterSt-PelhamRd-HortterSt-PelhamRd-2023-05-12-2-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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DEPARTMENT OF TRANSPORTATION

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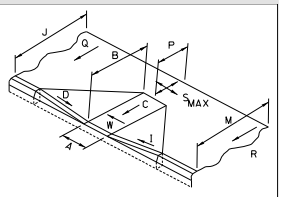
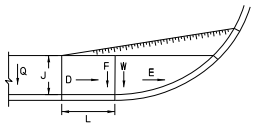
TYPE 1



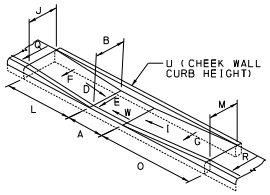
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



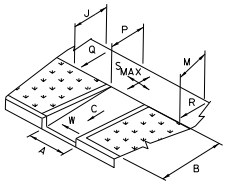
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



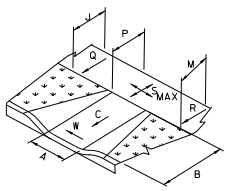
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



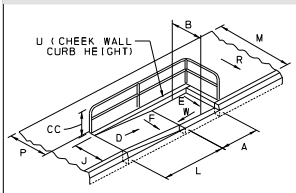
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



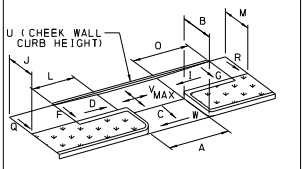
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



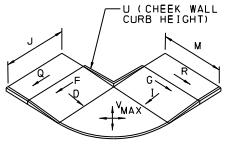
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



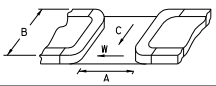
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

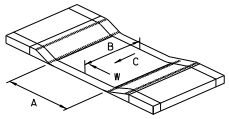


MAX ALG. CHANGE IN GRADE _____ %

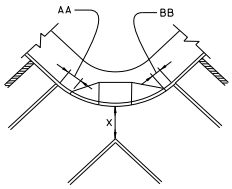
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

		"0.00" inches or %	
*	A	48	(IN)
*	B	45	(IN)
*	C	5.30	(%)
*	D	9.80	(%)
*	E	4.90	(%)
*	F	4.70	(%)
*	G	7.20	(%)
	H	4.00	(%)
*	I	4.10	(%)
*	J	48	(IN)
	K	6	(IN)
	L	88	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	30	(IN)
*	P	48	(IN)
*	Q	2.60	(%)
*	R	1.40	(%)
*	S	1.40	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
	Y		(IN)
	YY	180	(IN)
	Z		(IN)
	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 2

Insert Picture 3

Insert Picture 4

Insert Picture 5

Insert Picture 6

Partial Submission for Project PWD S41069-RD
Officially Accepted on 7/7/2023
Under Project W-525 - WOID # 862926

CS-4401 (6-17)

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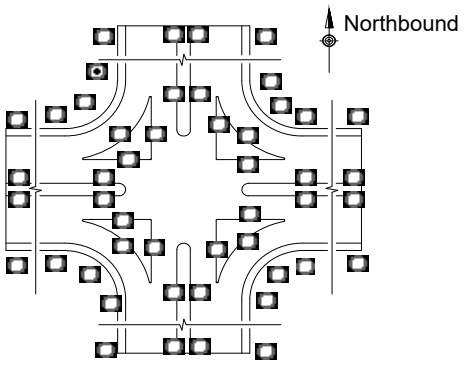
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	05	12	
Field Investigators 1		Robert Birrell (Seravalli, Inc)			
Field Investigators 2		Rich Ream (Seravalli, Inc)			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		0.80	%		
Cross Slope in Front of Ramp (Road Profile)		1.00	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	N/A	Alg Δ Grade	9.0	%	
Intersection Ramp # of #		2	4		
*Ramp Location (Use Figure Below)			04		
*Curb Ramp Type	Type 1				
*North Leg	Hortter	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Pelham	(segment)	(offset)		
*East Leg Desc.	Rd				
*South Leg	Hortter	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Pelham	(segment)	(offset)		
*West Leg Desc.	Rd				



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-HortterSt-PelhamRd-HortterSt-PelhamRd-2023-05-12-4-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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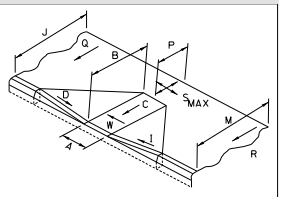
DEPARTMENT OF TRANSPORTATION

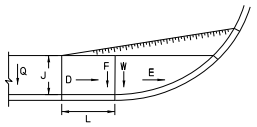
See the last tab of this workbook for instructions

TYPE 1



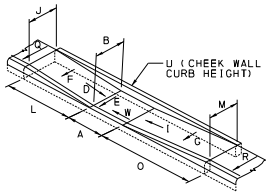
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



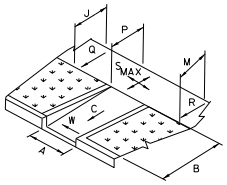
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



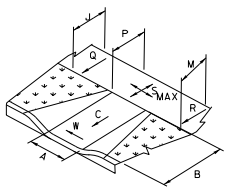
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



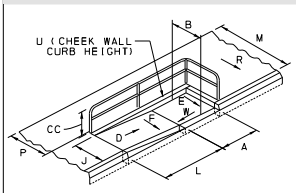
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



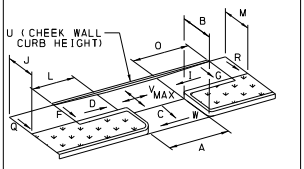
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



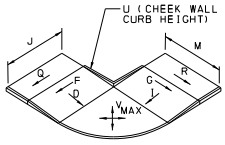
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



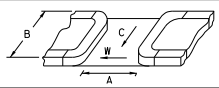
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

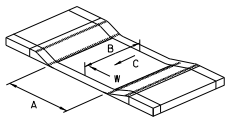


MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN



☐ TYPE B MEDIAN

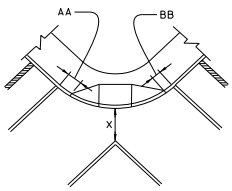


NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

	"0.00" inches or %		
*	A	48	(IN)
*	B	77	(IN)
*	C	8.20	(%)
*	D	8.10	(%)
*	E	8.60	(%)
*	F	7.30	(%)
*	G	7.90	(%)
	H	8.60	(%)
*	I	7.00	(%)
*	J	48	(IN)
	K	3	(IN)
	L	52	(IN)
*	M	48	(IN)
	N	5	(IN)
	O	76	(IN)
*	P	48	(IN)
*	Q	2.60	(%)
*	R	1.40	(%)
*	S	1.40	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
	Y		(IN)
	YY	180	(IN)
	Z		(IN)
	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 2

Insert Picture 3

Insert Picture 4

Insert Picture 5

Insert Picture 6

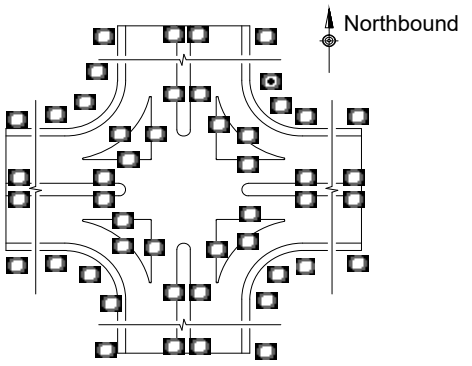
Partial Submission for Project PWD S41069-RD
Officially Accepted on 7/7/2023
Under Project W-525 - WOID # 862926

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2022	11	18	
Field Investigators 1		Robert Birrell (Seravalli, Inc)			
Field Investigators 2		Rich Ream (Seravalli, Inc)			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		9.00	%		
Cross Slope in Front of Ramp (Road Profile)		1.60	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	N/A	Alg Δ Grade	13.2	%	
Intersection Ramp # of #		1	2		
*Ramp Location (Use Figure Below)			07		
*Curb Ramp Type	Type 1				
*North Leg	Hortter	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Pelham	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	Hortter	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Pelham	(segment)	(offset)		
*West Leg Desc.	St				

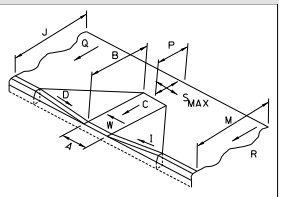


Accessible Push Buttons		N/A
Asset # (auto)	C-06-101-60000-HortterSt-PelhamSt-HortterSt-PelhamSt-2022-11-18-7-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

pennsylvania
DEPARTMENT OF TRANSPORTATION

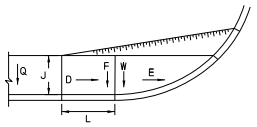
See the last tab of this workbook for instructions

TYPE 1



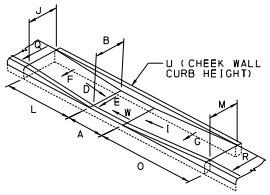
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



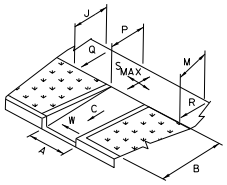
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



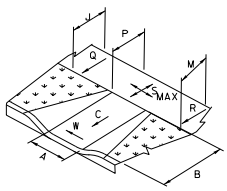
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



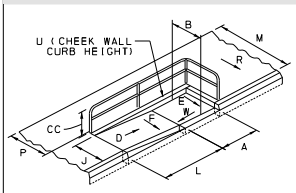
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



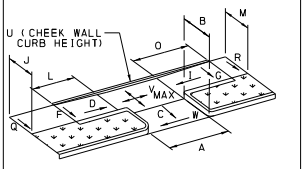
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



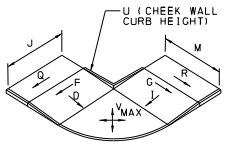
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



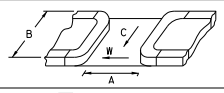
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

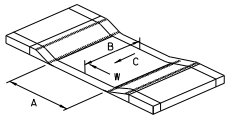


MAX ALG. CHANGE IN GRADE _____ %

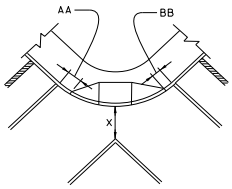
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	39	(IN)
*	C	4.20	(%)
*	D	4.50	(%)
*	E	5.70	(%)
*	F	4.70	(%)
*	G	5.80	(%)
	H	3.80	(%)
*	I	1.70	(%)
*	J	84	(IN)
	K	6	(IN)
	L	49	(IN)
*	M	48	(IN)
	N	2	(IN)
	O	41	(IN)
*	P	48	(IN)
*	Q	3.00	(%)
*	R	1.60	(%)
*	S	1.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
	Y		(IN)
	YY	240	(IN)
	Z		(IN)
	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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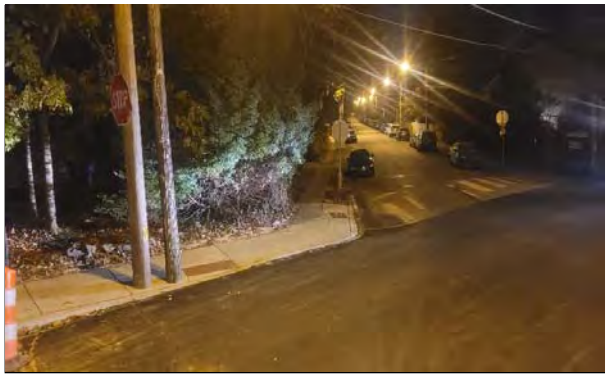
See the last tab of this workbook for instructions

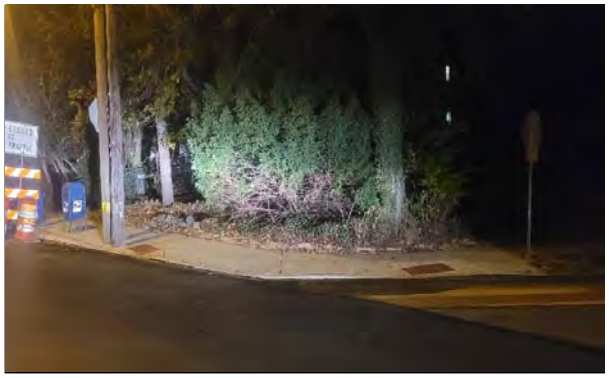
Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5



Insert Picture 3

Insert Picture 6

(02-09)

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Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- (•) Curb Ramp
- ( ) Sidewalk
- ( ) Ped. Push Button
- ( ) Ped. Signal
- ( ) Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	( ) Yes	( ) No
Suggested Repair	N/A	
Approx. Repair Costs	N/A	
Actual Repair Costs	N/A	
Actual Repair	N/A	
Date Repaired	N/A	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Other 1: Existing city inlet
- [x] Other 2: Boulder
- [ ] Other 3:
- [ ] Other 4:

General Information

***District:**	06
***County:**	Philadelphia
***Township/Boro:**	Philadelphia City
Project ECMS #	N/A

Submitter Information

Submitted By:	Christopher Carola
Submitter Company:	KS Engineers
Street Address	35 S. 3rd Street
City State Zip	Philadelphia, PA 19106
Telephone	215-925-0425
***Date Submitted:**	October 28, 2022

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] Other: Water & sewer construction

Pedestrian Traffic	(•) Yes	( ) No
Pedestrian Trip Generators	(•) Yes	( ) No
Safety Concerns	( ) Yes	(•) No
R9-3A "No Peds" Signs	( ) Yes	(•) No
Existing Crosswalk	(•) Yes	( ) No
Existing Sidewalk	(•) Yes	( ) No
Existing Push Buttons	( ) Yes	(•) No

ADT: N/A

Location Identification

Northbound

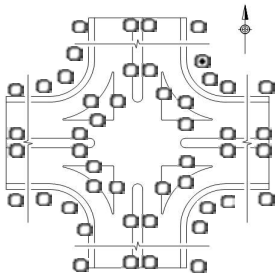
Pelham Road — **SR North - Segment, Offset*

Pelham Road — **SR South - Segment, Offset*

West Hortter Street — **SR East - Segment, Offset*

West Hortter Street — **SR West - Segment,Offset*

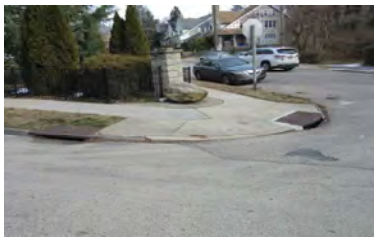
07 — Location #



Investigated design alternatives	Why alternative was not selected
1.) Change gutter grades	Pavement adjustment does not elevate bottom of ramp enough for compliant ramp.
2.) Extend ramp/change ramp orientation	Steep gutter slope worsens left flare slope as ramp is rotated counter clockwise.
3.) Non-compliant left flare slope	This is the preferred alternative.

Alternative selected and description of what requirement is not met

Alternative #3 is the most logical choice as it maintains positive drainage and the pedestrian access route. The 12.08% left flare slope, 9.80% left transition area slope and 10.52% right transition area slope are not in compliance.



ADA Review Committee Recommendation

(•) Approved
( ) Denied

11/10/2022 — ADA Review Committee Chair - Date

ADE of Design Approval Status

(•) Approved
( ) Denied

Sunil Gill 11/17/2022 — District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-(Pelham Road)-(Pelham Road)-(West Hortter Street)-(West Hortter Street)-07-Oct 28, 2022*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

Sheet 1 - Technically Infeasible Form

(02-09)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

There is a low spot that needs to be corrected within the vicinity of the ramp, so we can use a pavement adjustment to elevate the bottom of the ramp. The gutter grades can be raised though the pavement adjustment must have at least a 1% longitudinal pavement slope. With this limitation, even when used to the maximum extent, we are unable to elevate the bottom of ramp enough to provide a compliant left flare given the required curb reveal at the inlet.

Investigated Design Alternative #2

The ramp can be moved along the curb line to find the best location for it, however, due to the required placement of the proposed inlet, the ramp must be located between the inlet and the adjacent ramp crossing Hortter Street. Due to the steep gutter slope required, the more the ramp is rotated toward Hortter Street, the lower the gutter elevation of the bottom of the ramp will be. While this extends the length of the left flare it also creates a greater vertical distance to cover which leads to an even steeper ramp flare. This alternative does not improve the design.

Investigated Design Alternative #3

Because the gutter elevations can be changed only a small amount in the pavement adjustment and extending/reorienting the ramp does not provide an acceptable design, it is necessary to propose one or more non-compliant ramp elements. To maintain a compliant PAR the left flare slope must exceed the standard for compliance. This is the best scenario as pedestrians traveling within the PAR will not encounter any dangerous conditions.

Summary

After attempting the above design alternatives, the final design will be Alternative #3. This design maintains positive drainage and provides access to the maximum extent feasible by maintaining the PAR. The requirement for the left flare slope is a maximum 10.00%, the left transition area slope is a maximum 8.33% and the right transition area slope is a maximum 8.33%. The 12.08% left flare slope, 9.80% left transition area slope and 10.52% right transition area slope are not compliant. It is technically infeasible to meet this because there is an inlet on the corner and there is limited space to place the ramp. This design meets compliance to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-(Pelham Road)-(Pelham Road)-(West Hortter Street)-(West Hortter Street)-0*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

Sheet 2 - Technically Infeasible Form

Partial Submission for Project PWD S41069-RD
Officially Accepted on 7/7/2023
Under Project W-525 - WOID # 862926

CS-4401 (6-17)

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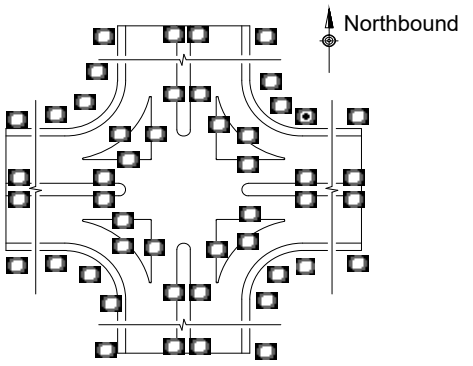
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2022	11	18	
Field Investigators 1		Robert Birrell (Seravalli, Inc)			
Field Investigators 2		Rich Ream (Seravalli, Inc)			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		3.70	%		
Cross Slope in Front of Ramp (Road Profile)		2.00	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	N/A	Alg Δ Grade	10.9	%	
Intersection Ramp # of #		2	2		
*Ramp Location (Use Figure Below)			09		
*Curb Ramp Type	Type 1				
*North Leg	Hortter	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Pelham	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	Hortter	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Pelham	(segment)	(offset)		
*West Leg Desc.	St				



Accessible Push Buttons		N/A
Asset # (auto)	C-06-101-60000-HortterSt-PelhamSt-HortterSt-PelhamSt-2022-11-18-9-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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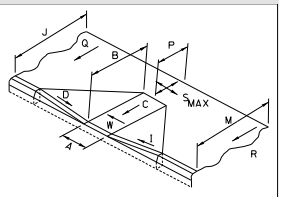
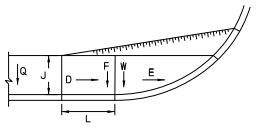
See the last tab of this workbook for instructions

TYPE 1



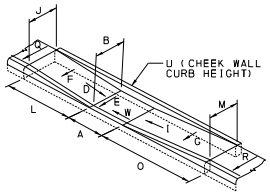
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



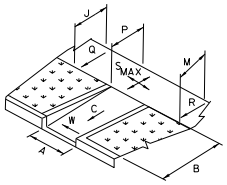
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



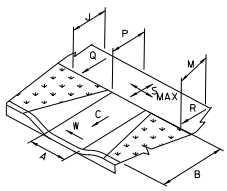
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



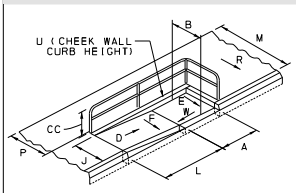
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



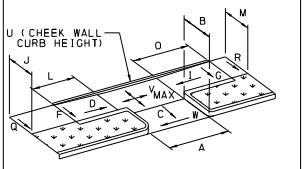
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



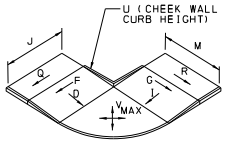
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



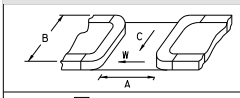
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

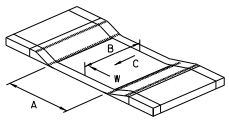


MAX ALG. CHANGE IN GRADE _____ %

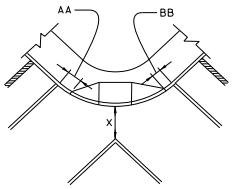
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

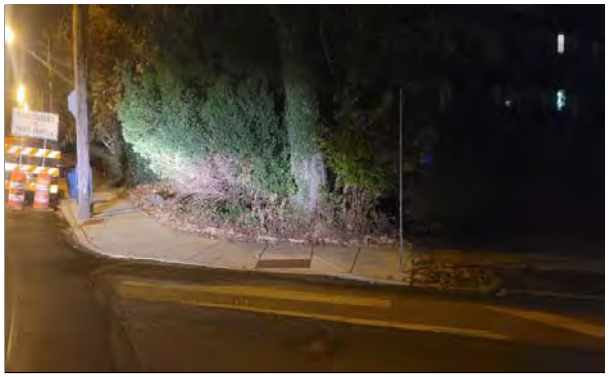
MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

		"0.00" inches or %	
*	A	48	(IN)
*	B	40	(IN)
*	C	6.20	(%)
*	D	6.60	(%)
*	E	6.90	(%)
*	F	6.00	(%)
*	G	5.70	(%)
	H	3.90	(%)
*	I	0.00	(%)
*	J	84	(IN)
	K	2	(IN)
	L	64	(IN)
*	M	48	(IN)
	N	2	(IN)
	O	29	(IN)
*	P	48	(IN)
*	Q	3.00	(%)
*	R	1.60	(%)
*	S	1.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.80	(%)
*	X		(IN)
	Y		(IN)
	YY	180	(IN)
	Z		(IN)
	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

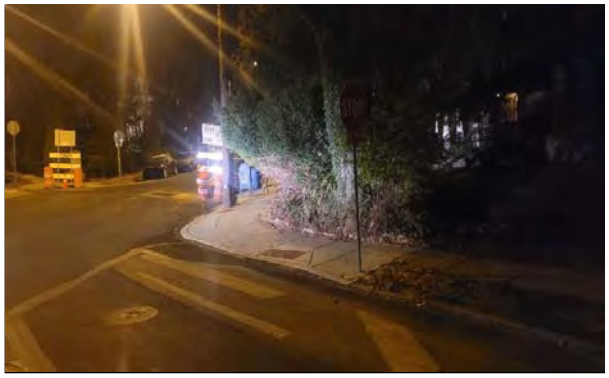
(insert comments below)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 2

Insert Picture 3

Insert Picture 4

Insert Picture 5

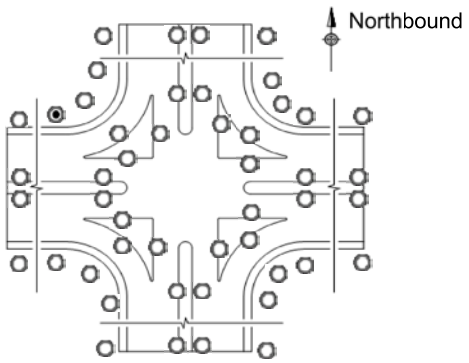
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	09	02	
Field Investigators 1		CLAIRE DINARDO			
Field Investigators 2		LAURA MOORE			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		2.50	%		
Cross Slope in Front of Ramp (Road Profile)		1.80	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	VERIZON	Alg Δ Grade	10.5	%	
Intersection Ramp # of #		1	2		
*Ramp Location (Use Figure Below)			02		
*Curb Ramp Type		Type 1			
*North Leg	2ND	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	ARCH	(segment)	(offset)		
*East Leg Desc.	ST				
*South Leg	2ND	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	ARCH	(segment)	(offset)		
*West Leg Desc.	ST				



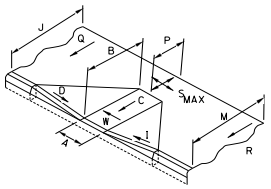
Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-2NDSt-ARCHST-2NDSt-ARCHST-2023-09-02-2-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

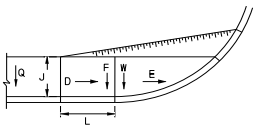
See the last tab of this workbook for instructions

TYPE 1



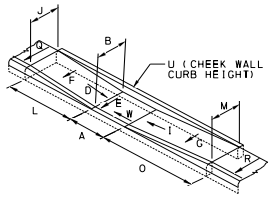
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



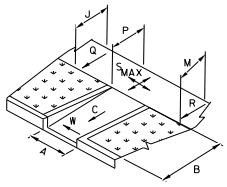
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



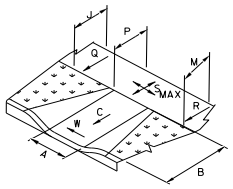
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



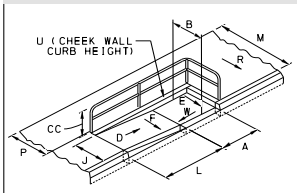
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



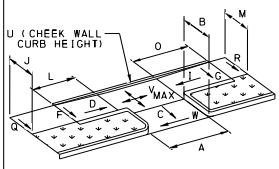
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



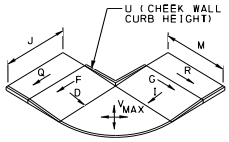
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



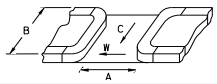
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

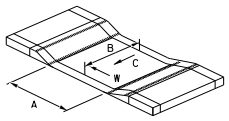


MAX ALG. CHANGE IN GRADE _____ %

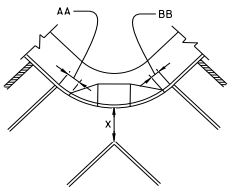
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	92	(IN)
*	C	8.00	(%)
*	D	6.60	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	2.00	(%)
*	J	128	(IN)
	K		(IN)
	L		(IN)
*	M	130	(IN)
	N		(IN)
	O		(IN)
*	P	55	(IN)
*	Q	9.30	(%)
*	R	8.40	(%)
*	S	6.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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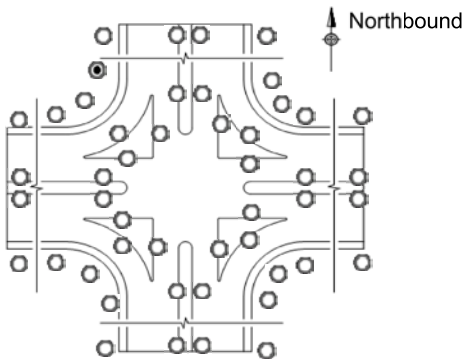
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	09	02	
Field Investigators 1		CLAIRE DINARDO			
Field Investigators 2		LAURA MOORE			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		0.70	%		
Cross Slope in Front of Ramp (Road Profile)		0.80	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	VERIZON	Alg Δ Grade	13.2	%	
Intersection Ramp # of #		1	2		
*Ramp Location (Use Figure Below)			04		
*Curb Ramp Type	Type 1				
*North Leg	2ND	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	ARCH	(segment)	(offset)		
*East Leg Desc.	ST				
*South Leg	2ND	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	ARCH	(segment)	(offset)		
*West Leg Desc.	ST				



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-2NDSt-ARCHST-2NDSt-ARCHST-2023-09-02-4-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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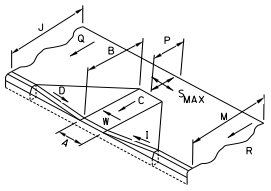
DEPARTMENT OF TRANSPORTATION

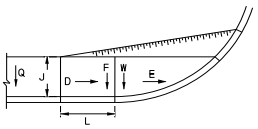
See the last tab of this workbook for instructions

TYPE 1



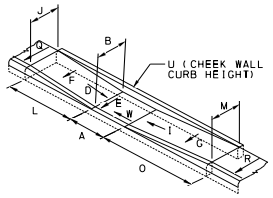
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



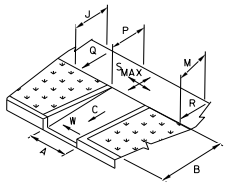
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



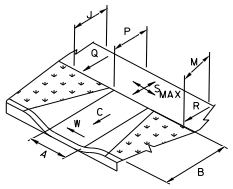
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



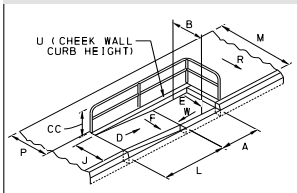
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



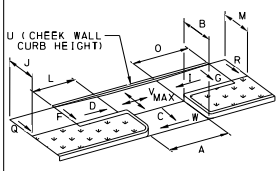
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



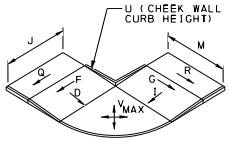
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



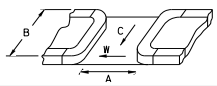
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

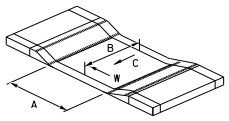


MAX ALG. CHANGE IN GRADE _____ %

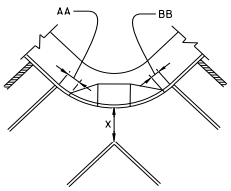
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	90	(IN)
*	C	12.50	(%)
*	D	9.40	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	12.40	(%)
*	J	130	(IN)
	K		(IN)
	L		(IN)
*	M	128	(IN)
	N		(IN)
	O		(IN)
*	P	55	(IN)
*	Q	8.40	(%)
*	R	9.30	(%)
*	S	6.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.10	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- ☒ Curb Ramp
- ☐ Sidewalk
- ☐ Ped. Push Button
- ☐ Ped. Signal
- ☐ Other

Complete Section Below to ADD Location to Transition Plan

*Add Location to Transition Plan	☐ Yes	☐ No
Suggested Repair	N/A	
Approx. Repair Costs	N/A	
Actual Repair Costs	N/A	
Actual Repair	N/A	
Date Repaired	N/A	

Justification for Technically Infeasible

(check all that apply)

- ☐ Limited Right-of-Way
- ☒ Existing Utilities
- ☒ Structures, Buildings, Vaults
- ☐ Historic Areas
- ☐ Environmental Areas
- ☐ Grade Separations
- ☒ Other 1 Existing slopes
- ☐ Other 2
- ☐ Other 3
- ☐ Other 4

General Information

*District:	06
*County:	Philadelphia
*Township/Boro:	Philadelphia City
Project ECMS #	N/A

Submitter Information

Submitted By:	John M. Robinson, P.E.
Submitter Company:	JMR Engineering, LLC
Street Address	106 Schubert Drive
City State Zip	Downingtown, PA 19335
Telephone	484-880-7342
*Date Submitted:	March 8, 2021

Project Information

Project Type

- ☐ Resurfacing Project
- ☐ Signal Project
- ☐ Widening Project
- ☐ Reconstruction
- ☐ New Construction (Tech Infeasible normally N/A)
- ☒ Other Utility Project

Pedestrian Traffic	☒ Yes	☐ No
Pedestrian Trip Generators	☒ Yes	☐ No
Safety Concerns	☐ Yes	☒ No
R9-3A "No Peds" Signs	☐ Yes	☒ No
Existing Crosswalk	☒ Yes	☐ No
Existing Sidewalk	☒ Yes	☐ No
Existing Push Buttons	☐ Yes	☒ No

ADT N/A

Location Identification

N. 2nd St
**SR North - Segment, Offset*

N. 2nd St
**SR South - Segment, Offset*

SR-3007-0010-480
**SR East - Segment, Offset*

SR-3007-0010-480
**SR West - Segment,Offset*

04
Location #

Investigated design alternatives	Why alternative was not selected
1) move ramp south	would interefere with the adjacent ramp
2) move ramp north	would interefere with existing city inlet
3) extend ramp	Would interefere with existing building, step/walk

Alternative selected and description of what requirement is not met

A Type 1 ramp is designed at this location. The following slope requirement(s) are not met: max. ramp slope of 12.5%, max. flare slope of 12.4%, max. landing area slope of 9.3% and max. sidewalk transition slope of 9.3%. Due to the existing slopes, existing building, step/walk and adjacent utilities the ramp is noncompliant, however, the design complies to the maximum extent possible.

ADA Review Committee Recommendation

☑ Approved
☐ Denied

Francis Hanney Digitally signed by Francis Hanney Date: 2021.04.01 12:46:15 -04'00'

ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved
☐ Denied

Louis R. Belmonte, P.E. Digitally signed by Louis R. Belmonte, P.E. Date: 2021.04.06 06:27:33 -04'00'

District ADE of Design - Date

TIF #: TIF-06-Philadelphia-Philadelphia City-(N. 2nd St)-(N. 2nd St)-(SR-3007-0010-480)-(SR-3007-0010-480)-04-Mar 6, 2021

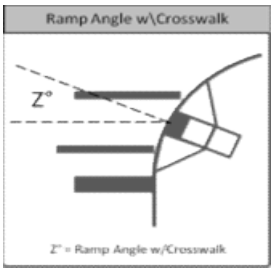
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

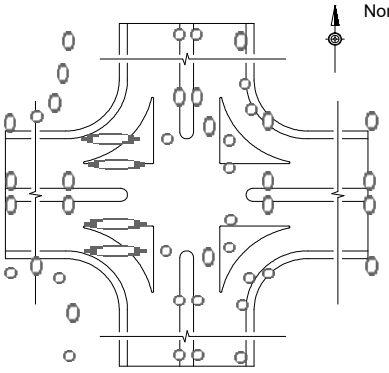
Sheet 1 - Technically Infeasible Form

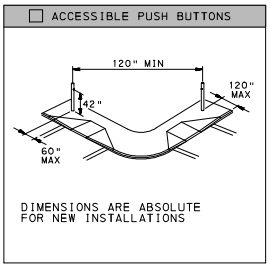
pennsylvania DEPARTMENT OF TRANSPORTATION

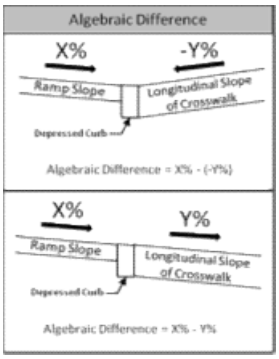
BRIDGE ST & HORROCKS ST, PennDOT Location
ID # 12

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	4.10	%	1.50	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	1	4				
*Ramp Location (Use Figure Below)		12				
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	BRIDGE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	BRIDGE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







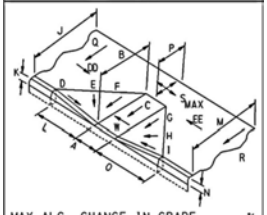


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-HORROCKSSt-BRIDGESt-HORROCKSSt-BRIDGESt-2023-07-10-12-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

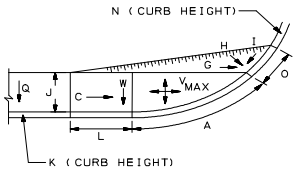
BRIDGE ST & HORROCKS ST, PennDOT Location
ID # 12

☐ TYPE 1



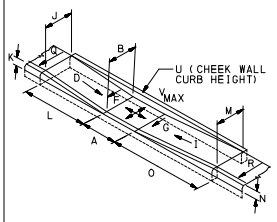
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



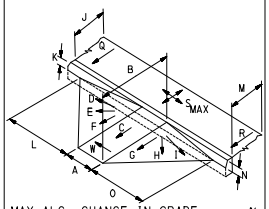
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



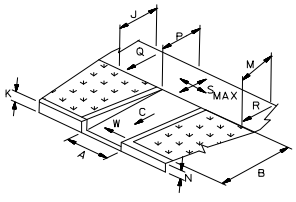
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



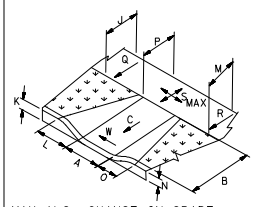
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



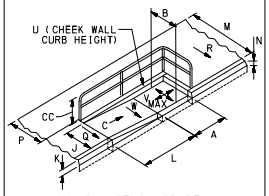
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



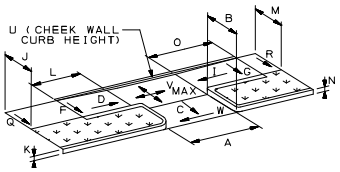
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



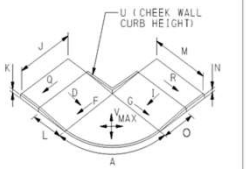
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



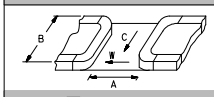
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

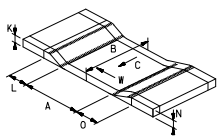
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	55	(IN)	
*	C	3.60	(%)	
*	D	1.00	(%)	
	E	4.50	(%)	
*	F	6.00	(%)	
*	G	4.10	(%)	
	H	4.00	(%)	
*	I	2.90	(%)	
*	J	148	(IN)	
	K	2	(IN)	
	L	53	(IN)	
*	M	90	(IN)	
	N	2	(IN)	
	O	36	(IN)	
*	P	65	(IN)	
*	Q	1.90	(%)	
*	R	0.60	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.30	(%)	
*	EE	1.90	(%)	

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	3.50	(%)

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DEPARTMENT OF TRANSPORTATION

BRIDGE ST & HORROCKS ST, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

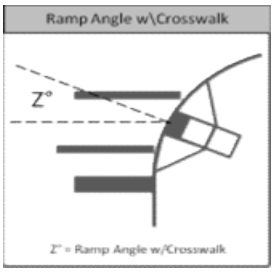
Insert Picture 3

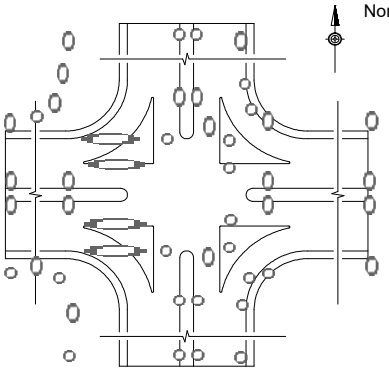
Insert Picture 6

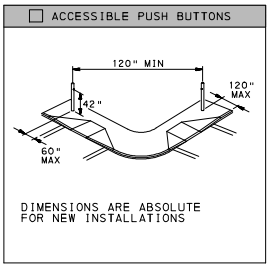
pennsylvania DEPARTMENT OF TRANSPORTATION

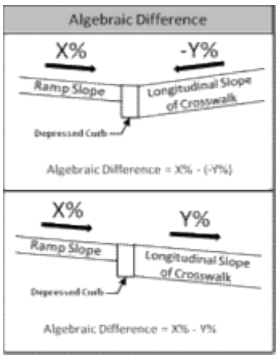
BRIDGE ST & HORROCKS ST, PennDOT Location
ID # 14

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.00	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		13	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		2	4			
*Ramp Location (Use Figure Below)			14			
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	BRIDGE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	BRIDGE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







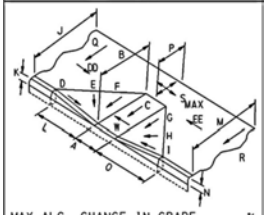


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-HORROCKSSt-BRIDGESt-HORROCKSSt-BRIDGESt-2023-07-10-14-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

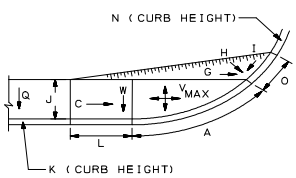
BRIDGE ST & HORROCKS ST, PennDOT Location
ID # 14

☐ TYPE 1



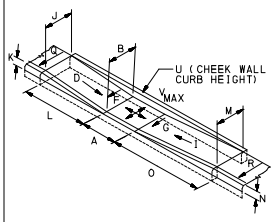
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



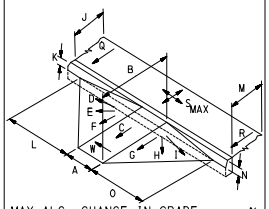
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



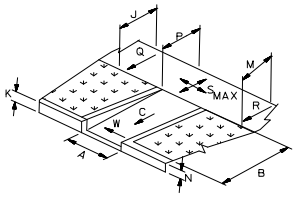
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



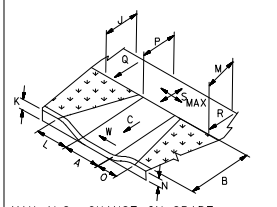
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



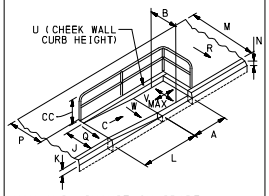
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



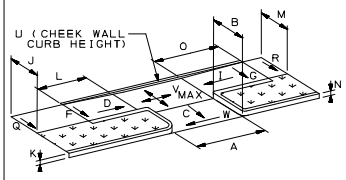
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



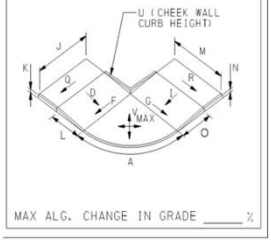
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



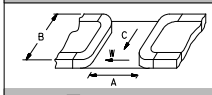
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

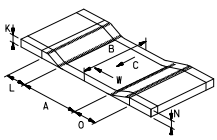
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	57	(IN)
*	C	4.90	(%)
*	D	9.30	(%)
	E	9.50	(%)
*	F	6.90	(%)
*	G	5.50	(%)
	H	10.00	(%)
*	I	9.70	(%)
*	J	148	(IN)
	K	3	(IN)
	L	28	(IN)
*	M	90	(IN)
	N	4	(IN)
	O	38	(IN)
*	P	62	(IN)
*	Q	1.90	(%)
*	R	0.60	(%)
*	S	1.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.30	(%)
*	EE	1.90	(%)

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	4.90	(%)

Comments

C-06-101-60000-HORROCKSSt-BRIDGESt-HORROCKSSt-BRIDGESt-2023-07-10-14-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

BRIDGE ST & HORROCKS ST, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

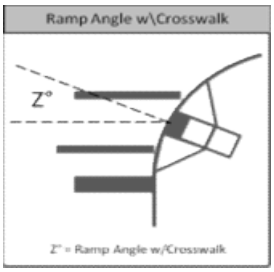
Insert Picture 3

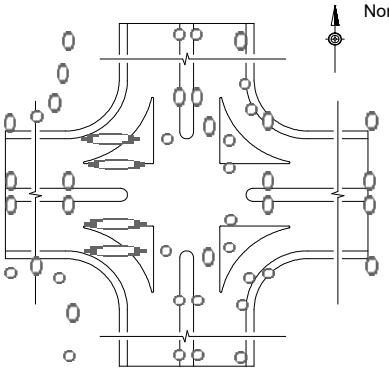
Insert Picture 6

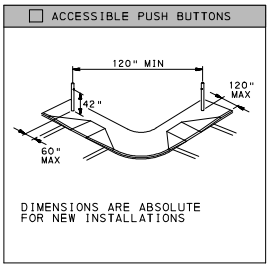
pennsylvania DEPARTMENT OF TRANSPORTATION

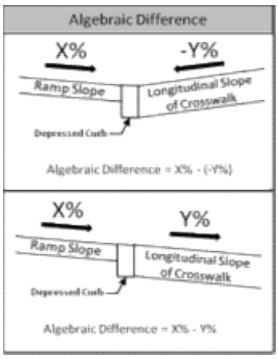
BRIDGE ST & HORROCKS ST, PennDOT Location
ID # 17

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	10.00	%	1.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		7	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	3	4				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	BRIDGE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	BRIDGE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







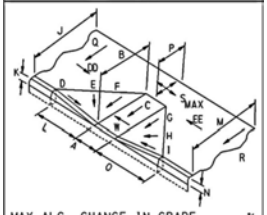


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-HORROCKSSt-BRIDGESt-HORROCKSSt-BRIDGESt-2023-07-10-17-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

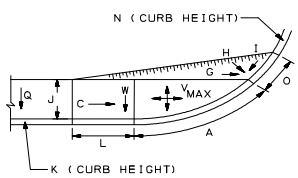
BRIDGE ST & HORROCKS ST, PennDOT Location
ID # 17

☐ TYPE 1



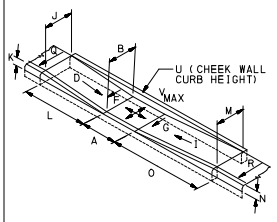
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



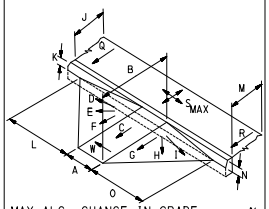
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



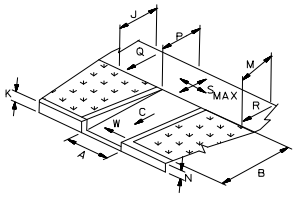
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



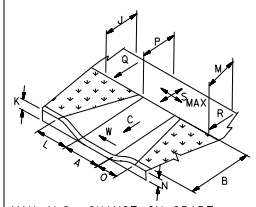
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



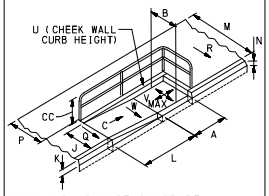
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



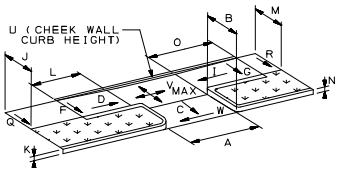
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



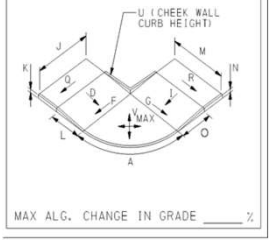
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



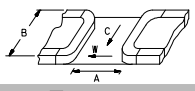
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

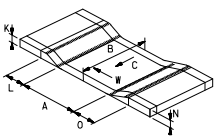
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	46	(IN)	
*	C	7.30	(%)	
*	D	6.00	(%)	
	E	999	(%)	cannot be completed
*	F	6.90	(%)	
*	G	7.90	(%)	
	H	9.30	(%)	
*	I	7.60	(%)	
*	J	290	(IN)	
	K	4	(IN)	
	L	57	(IN)	
*	M	250	(IN)	
	N	3	(IN)	
	O	34	(IN)	
*	P	48	(IN)	
*	Q	2.10	(%)	
*	R	1.10	(%)	
*	S	1.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	6.70	(%)	
*	EE	4.50	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-HORROCKSSt-BRIDGESt-HORROCKSSt-BRIDGESt-2023-07-10-17-Type1

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DEPARTMENT OF TRANSPORTATION

BRIDGE ST & HORROCKS ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

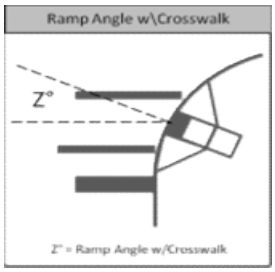
Insert Picture 3

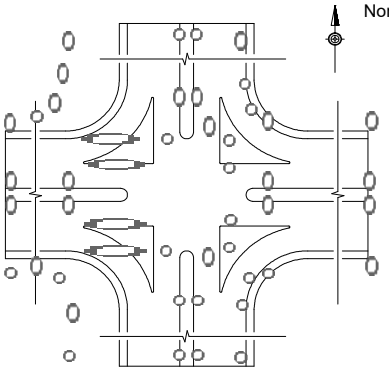
Insert Picture 6

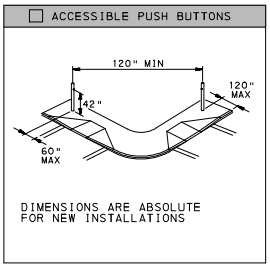
pennsylvania DEPARTMENT OF TRANSPORTATION

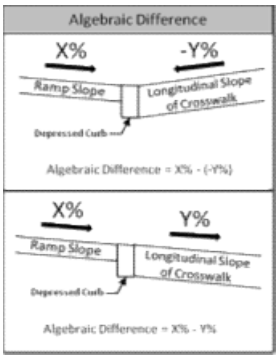
BRIDGE ST & HORROCKS ST, PennDOT Location
ID # 19

*Date of Design (yyyy mm dd)	2023	01	11	
Designer 1	Bryan Fleming JJA			
Designer 2	Randy Kravitz TPD			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	State Route			
Photo Log Number	N/A			
Number of Photos	6			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Grate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type	PolCom			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.90	%
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	6	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:		
ECMS #		Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	4	4		
*Ramp Location (Use Figure Below)		19		
*Curb Ramp Type	Type 1			
*North Leg	HORROCKS	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	BRIDGE	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	HORROCKS	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	BRIDGE	(segment)	(offset)	
*West Leg Desc.	St			
Ramp Coordinates	Latitude			
	Longitude			







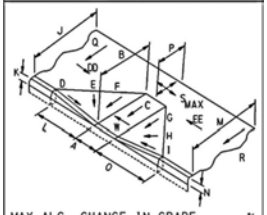


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-HORROCKSSt-BRIDGESt-HORROCKSSt-BRIDGESt-2023-01-11-19-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

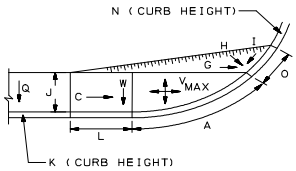
BRIDGE ST & HORROCKS ST, PennDOT Location
ID # 19

☐ TYPE 1



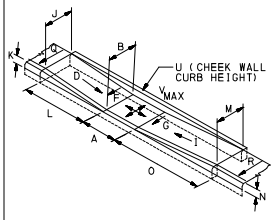
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



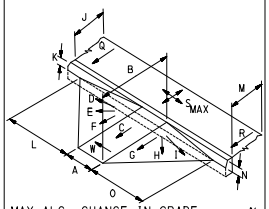
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



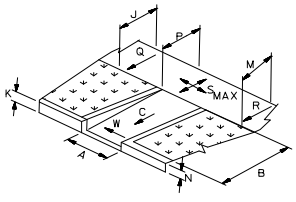
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



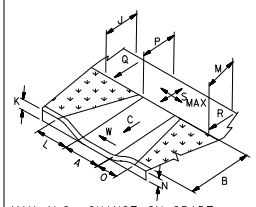
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



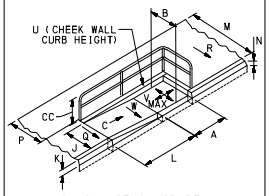
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



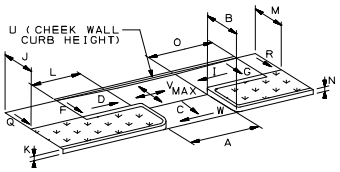
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



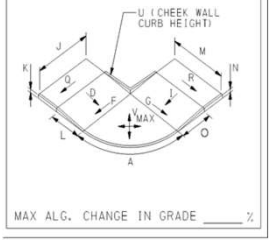
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



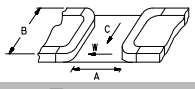
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

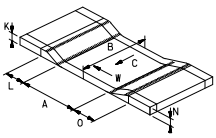
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	39	(IN)
*	C	1.80	(%)
*	D	1.60	(%)
	E	2.30	(%)
*	F	1.70	(%)
*	G	1.90	(%)
	H	6.60	(%)
*	I	9.60	(%)
*	J	290	(IN)
	K	3	(IN)
	L	32	(IN)
*	M	250	(IN)
	N	2	(IN)
	O	32	(IN)
*	P	50	(IN)
*	Q	2.10	(%)
*	R	1.10	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	6.70	(%)
*	EE	4.50	(%)

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments

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DEPARTMENT OF TRANSPORTATION

BRIDGE ST & HORROCKS ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

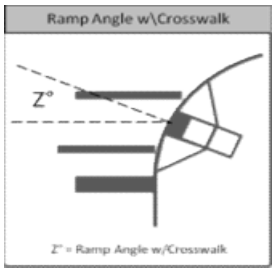
Insert Picture 3

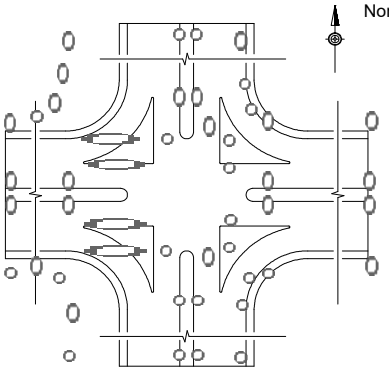
Insert Picture 6

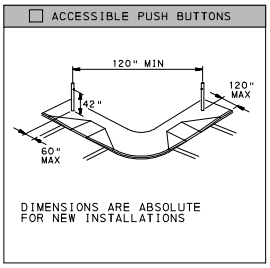
pennsylvania DEPARTMENT OF TRANSPORTATION

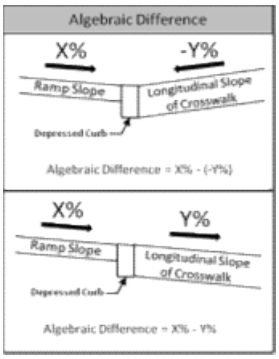
DYRE ST & HORROCKS ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	4.00	%	1.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		1	8			
*Ramp Location (Use Figure Below)			02			
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	DYRE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	DYRE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







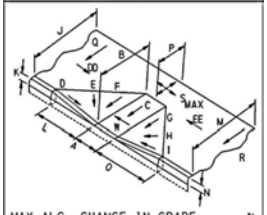


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-HORROCKSSt-DYRESt-HORROCKSSt-DYRESt-2023-07-10-2-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

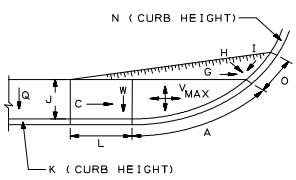
DYRE ST & HORROCKS ST, PennDOT Location
ID # 2

☐ TYPE 1



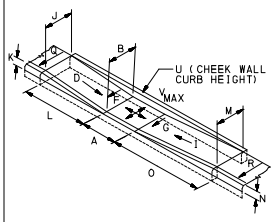
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



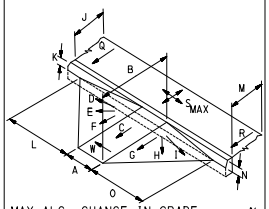
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



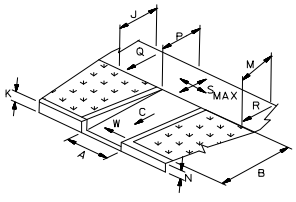
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



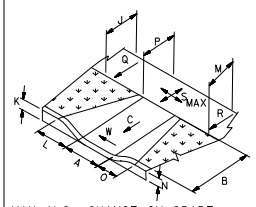
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



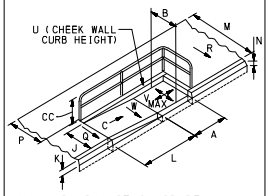
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



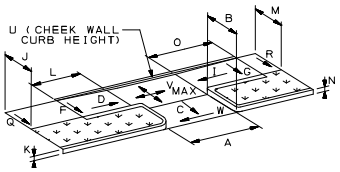
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



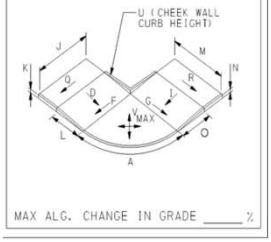
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



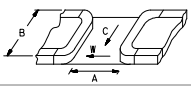
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

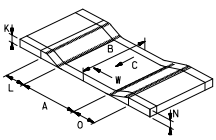
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	36	(IN)	
*	C	7.20	(%)	
*	D	6.40	(%)	
	E	8.40	(%)	
*	F	7.50	(%)	
*	G	7.00	(%)	
	H	6.40	(%)	
*	I	1.40	(%)	
*	J	89	(IN)	
	K	2	(IN)	
	L	31	(IN)	
*	M	89	(IN)	
	N	2	(IN)	
	O	49	(IN)	
*	P	59	(IN)	
*	Q	2.80	(%)	
*	R	1.90	(%)	
*	S	1.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.60	(%)	
*	EE	1.50	(%)	

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

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DEPARTMENT OF TRANSPORTATION

DYRE ST & HORROCKS ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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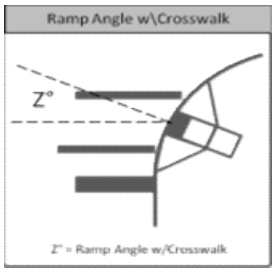
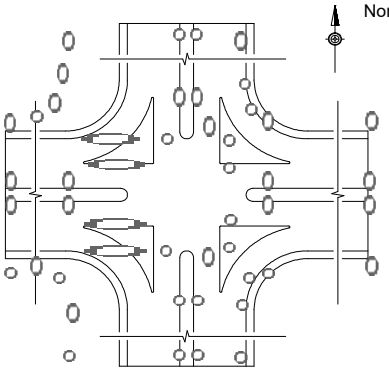
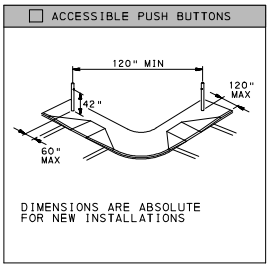
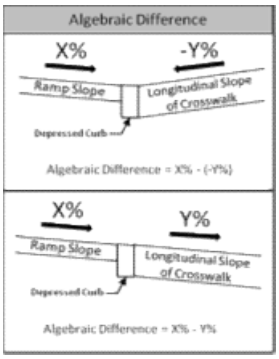
DYRE ST & HORROCKS ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	YES				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.10	%	1.60	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	2	8			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				
*North Leg	HORROCKS	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	DYRE	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	HORROCKS	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	DYRE	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







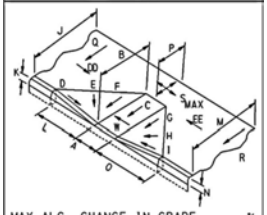


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-HORROCKSSt-DYRESt-HORROCKSSt-DYRESt-2023-07-10-4-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania DEPARTMENT OF TRANSPORTATION

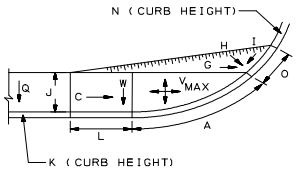
DYRE ST & HORROCKS ST, PennDOT Location
ID # 4

☐ TYPE 1



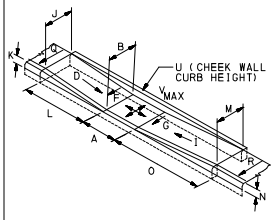
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



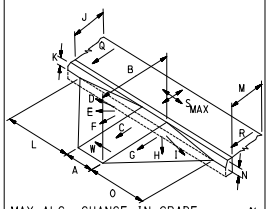
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



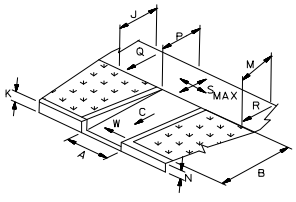
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



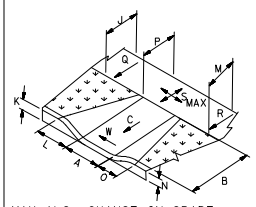
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



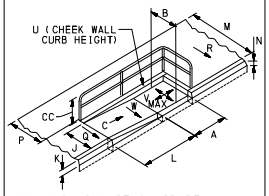
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



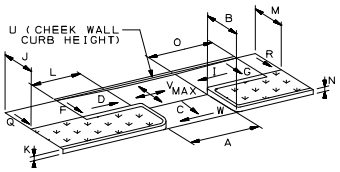
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



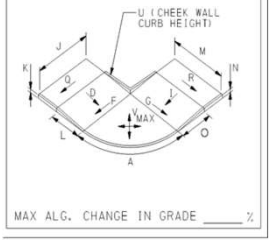
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



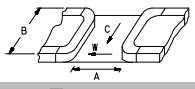
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

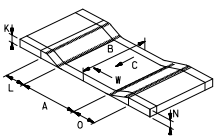
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	38	(IN)
*	C	5.20	(%)
*	D	2.40	(%)
	E	6.00	(%)
*	F	6.80	(%)
*	G	5.70	(%)
	H	6.60	(%)
*	I	6.40	(%)
*	J	89	(IN)
	K	2	(IN)
	L	45	(IN)
*	M	89	(IN)
	N	2	(IN)
	O	33	(IN)
*	P	60	(IN)
*	Q	2.80	(%)
*	R	1.90	(%)
*	S	1.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	66	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	4.60	(%)
*	EE	1.50	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments

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DEPARTMENT OF TRANSPORTATION

DYRE ST & HORROCKS ST, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

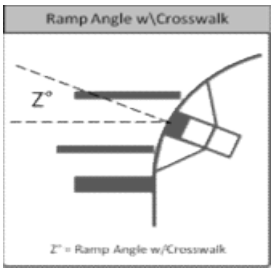
Insert Picture 3

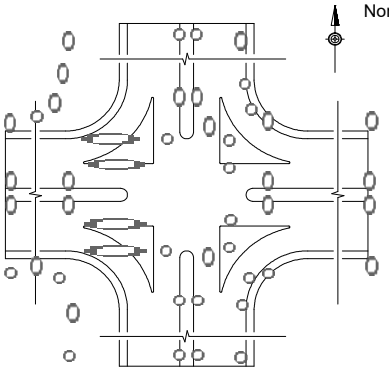
Insert Picture 6

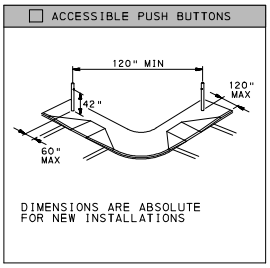
pennsylvania DEPARTMENT OF TRANSPORTATION

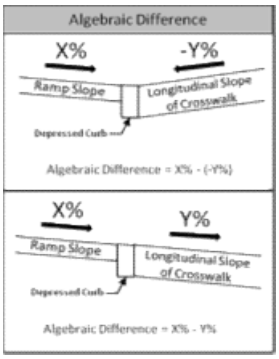
DYRE ST & HORROCKS ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.60	%	0.90	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		19	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	3	8				
*Ramp Location (Use Figure Below)	07					
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	DYRE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	DYRE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







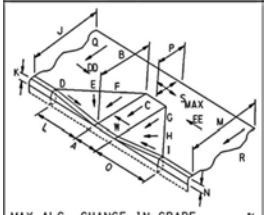


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-HORROCKSSt-DYRESt-HORROCKSSt-DYRESt-2023-07-10-7-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

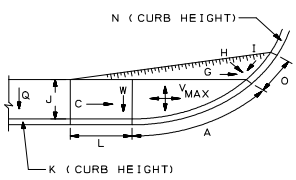
DYRE ST & HORROCKS ST, PennDOT Location
ID # 7

☐ TYPE 1



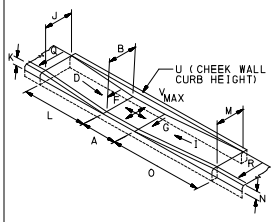
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



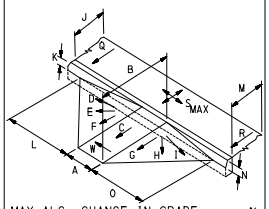
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



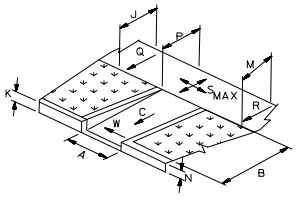
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



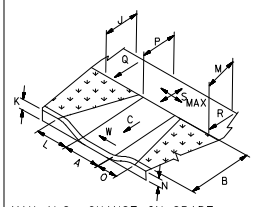
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



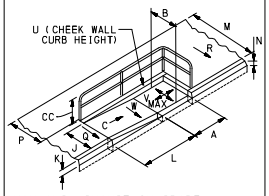
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



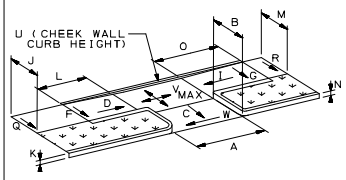
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



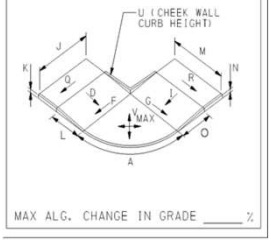
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



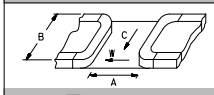
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

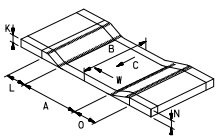
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	29	(IN)	
*	C	4.90	(%)	
*	D	5.00	(%)	
	E	4.40	(%)	
*	F	4.60	(%)	
*	G	4.00	(%)	
	H	5.60	(%)	
*	I	5.50	(%)	
*	J	55	(IN)	
	K	3	(IN)	
	L	26	(IN)	
*	M	55	(IN)	
	N	4	(IN)	
	O	32	(IN)	
*	P	48	(IN)	
*	Q	0.70	(%)	
*	R	0.70	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.10	(%)	
*	EE	1.00	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

DYRE ST & HORROCKS ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

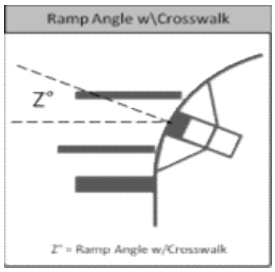
Insert Picture 3

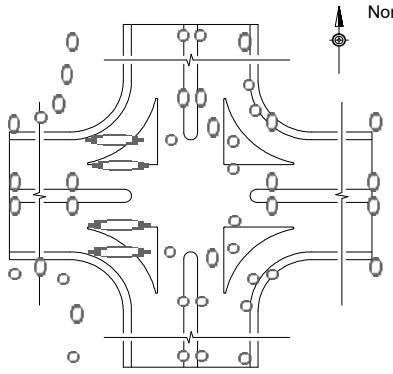
Insert Picture 6

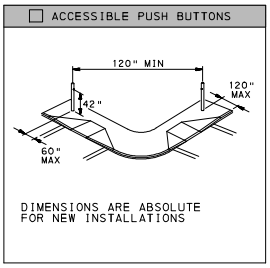
pennsylvania DEPARTMENT OF TRANSPORTATION

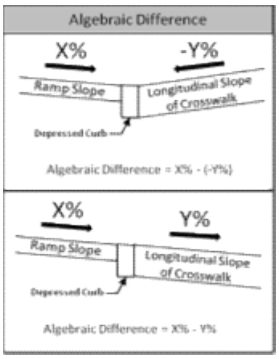
DYRE ST & HORROCKS ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.50	%	2.00	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	4	8			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				
*North Leg	HORROCKS	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	DYRE	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	HORROCKS	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	DYRE	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







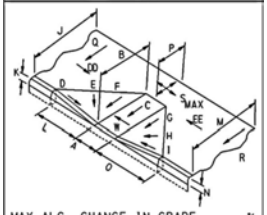


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-HORROCKSSt-DYRESt-HORROCKSSt-DYRESt-2023-07-10-9-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania DEPARTMENT OF TRANSPORTATION

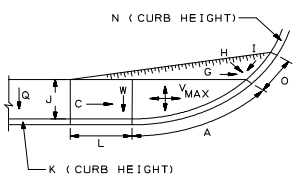
DYRE ST & HORROCKS ST, PennDOT Location
ID # 9

☐ TYPE 1



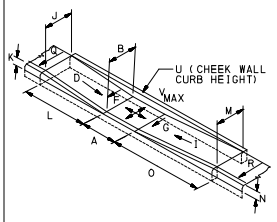
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



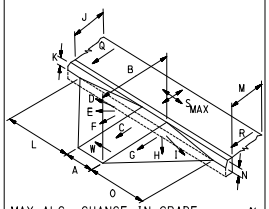
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



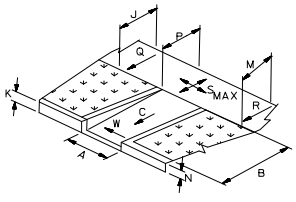
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



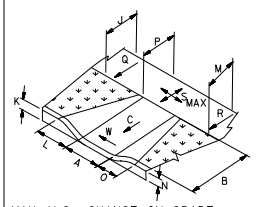
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



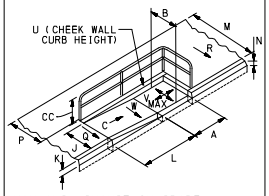
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



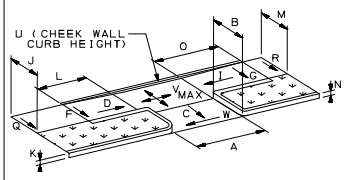
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



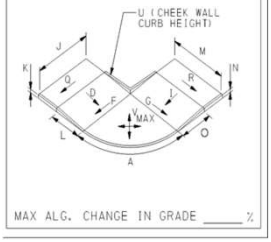
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



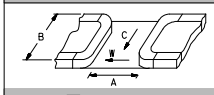
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

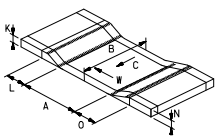
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	30	(IN)
*	C	7.50	(%)
*	D	6.10	(%)
	E	9.40	(%)
*	F	8.20	(%)
*	G	8.20	(%)
	H	6.90	(%)
*	I	5.50	(%)
*	J	55	(IN)
	K	4	(IN)
	L	33	(IN)
*	M	55	(IN)
	N	3	(IN)
	O	29	(IN)
*	P	48	(IN)
*	Q	0.70	(%)
*	R	0.70	(%)
*	S	1.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.10	(%)
*	EE	1.00	(%)

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	4.80	(%)

Comments

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DEPARTMENT OF TRANSPORTATION

DYRE ST & HORROCKS ST, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

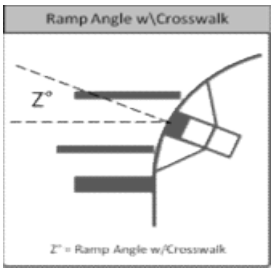
Insert Picture 3

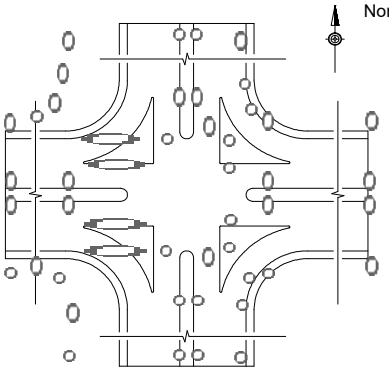
Insert Picture 6

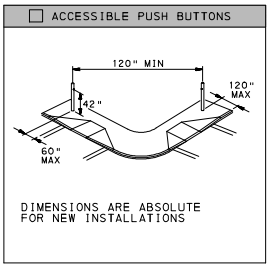
pennsylvania DEPARTMENT OF TRANSPORTATION

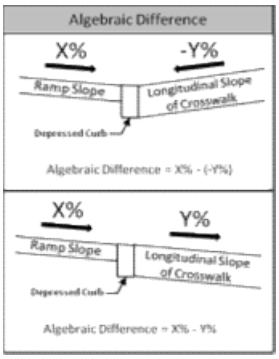
DYRE ST & HORROCKS ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.70	%	1.90	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	2.0			
Intersection Ramp # of #	5	8				
*Ramp Location (Use Figure Below)	12					
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	DYRE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	DYRE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







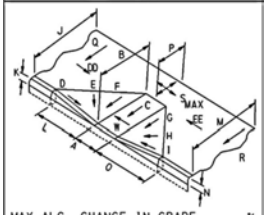


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-HORROCKSSt-DYRESt-HORROCKSSt-DYRESt-2023-07-10-12-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

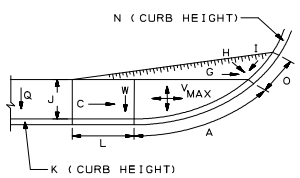
DYRE ST & HORROCKS ST, PennDOT Location
ID # 12

☐ TYPE 1



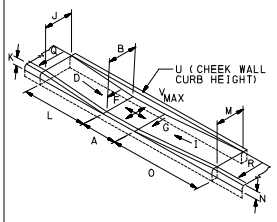
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



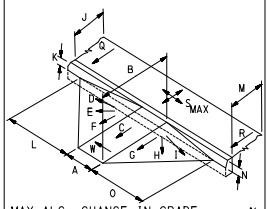
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



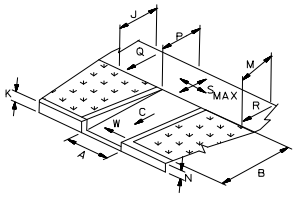
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



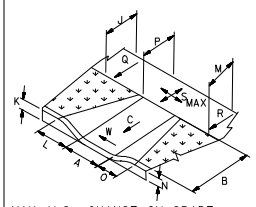
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



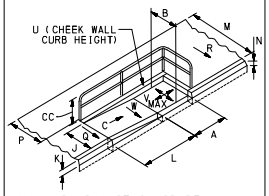
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



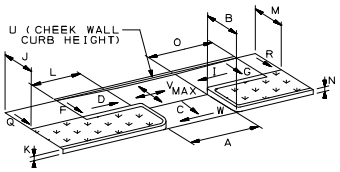
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



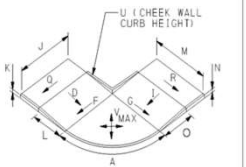
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



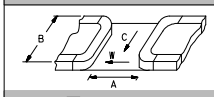
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

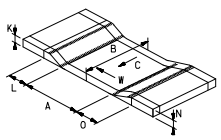
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	39	(IN)	
*	C	6.30	(%)	
*	D	7.30	(%)	
	E	8.40	(%)	
*	F	7.60	(%)	
*	G	6.70	(%)	
	H	7.00	(%)	
*	I	4.50	(%)	
*	J	60	(IN)	
	K	2	(IN)	
	L	25	(IN)	
*	M	60	(IN)	
	N	2	(IN)	
	O	31	(IN)	
*	P	48	(IN)	
*	Q	1.50	(%)	
*	R	1.00	(%)	
*	S	0.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.40	(%)	
*	EE	1.80	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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DEPARTMENT OF TRANSPORTATION

DYRE ST & HORROCKS ST, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

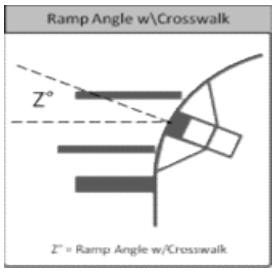
Insert Picture 3

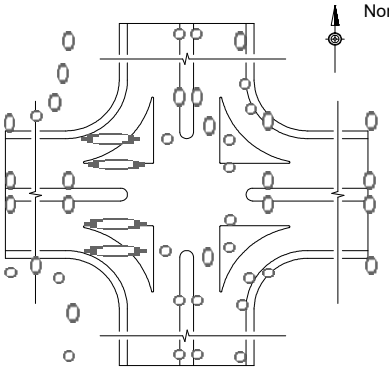
Insert Picture 6

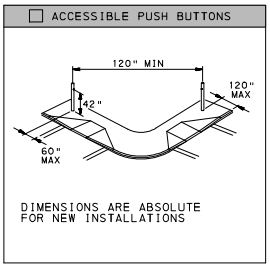
pennsylvania DEPARTMENT OF TRANSPORTATION

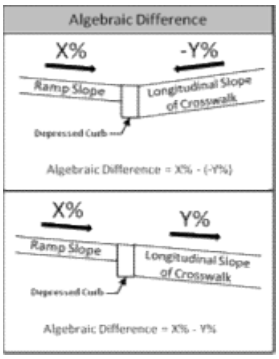
DYRE ST & HORROCKS ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.00	%	0.40	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		4	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	6	8			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg	HORROCKS	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	DYRE	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	HORROCKS	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	DYRE	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







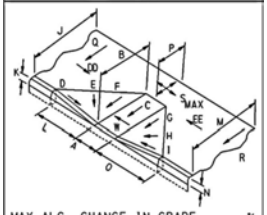


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-HORROCKSSt-DYRESt-HORROCKSSt-DYRESt-2023-07-10-14-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania DEPARTMENT OF TRANSPORTATION

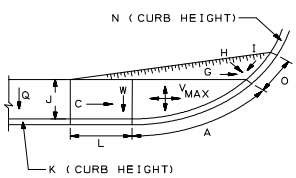
DYRE ST & HORROCKS ST, PennDOT Location
ID # 14

☐ TYPE 1



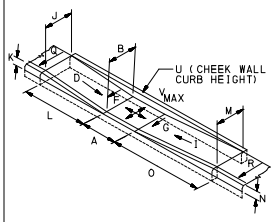
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



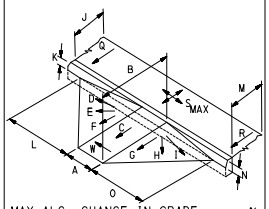
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



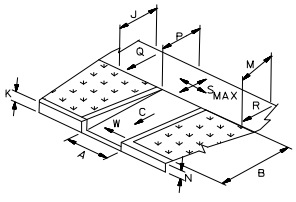
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



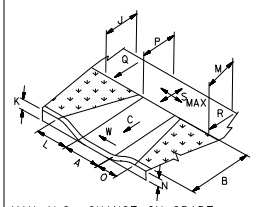
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



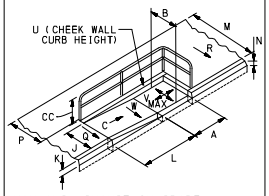
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



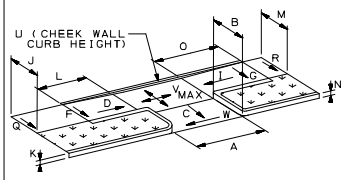
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



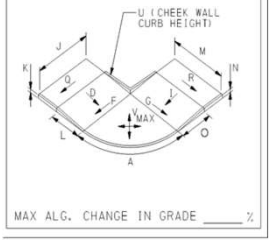
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



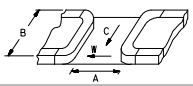
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

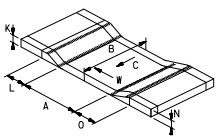
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	58	(IN)	
*	C	4.60	(%)	
*	D	2.90	(%)	
	E	4.10	(%)	
*	F	5.10	(%)	
*	G	3.80	(%)	
	H	7.90	(%)	
*	I	7.50	(%)	
*	J	60	(IN)	
	K	2	(IN)	
	L	33	(IN)	
*	M	60	(IN)	
	N	2	(IN)	
	O	23	(IN)	
*	P	48	(IN)	
*	Q	1.50	(%)	
*	R	1.00	(%)	
*	S	0.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.40	(%)	
*	EE	1.80	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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DEPARTMENT OF TRANSPORTATION

DYRE ST & HORROCKS ST, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

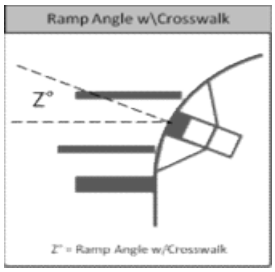
Insert Picture 3

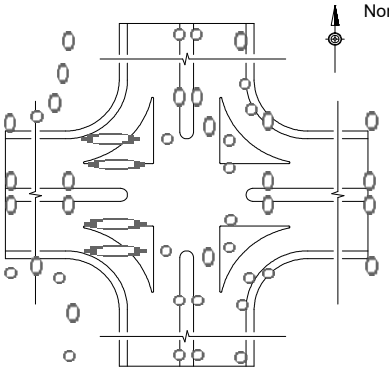
Insert Picture 6

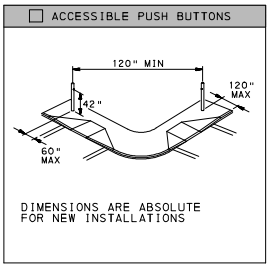
pennsylvania DEPARTMENT OF TRANSPORTATION

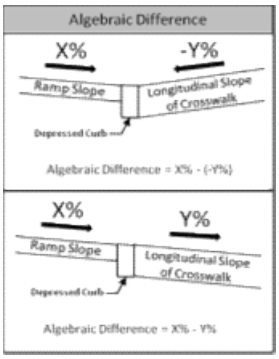
DYRE ST & HORROCKS ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.20	%	0.80	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		7	8			
*Ramp Location (Use Figure Below)			17			
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	DYRE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	DYRE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







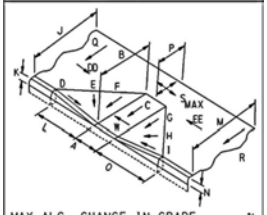


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-HORROCKSSt-DYRESt-HORROCKSSt-DYRESt-2023-07-10-17-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

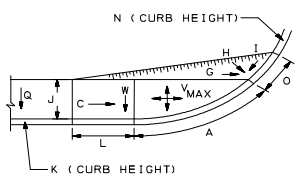
DYRE ST & HORROCKS ST, PennDOT Location
ID # 17

☐ TYPE 1



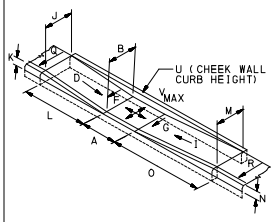
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



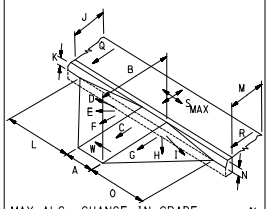
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



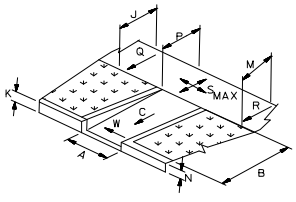
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



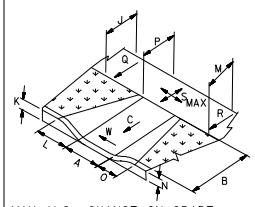
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



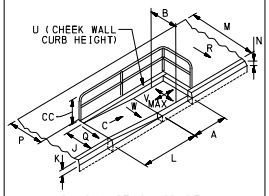
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



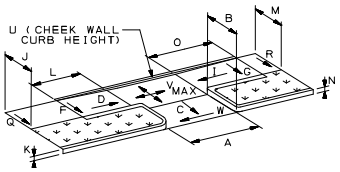
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



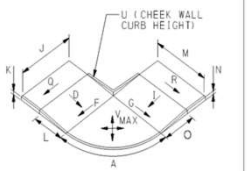
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



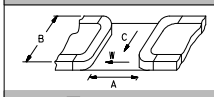
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

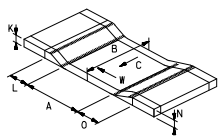
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	43	(IN)	
*	C	5.50	(%)	
*	D	4.80	(%)	
	E	6.10	(%)	
*	F	4.70	(%)	
*	G	6.50	(%)	
	H	8.60	(%)	
*	I	7.40	(%)	
*	J	93	(IN)	
	K	2	(IN)	
	L	31	(IN)	
*	M	145	(IN)	
	N	2	(IN)	
	O	43	(IN)	
*	P	52	(IN)	
*	Q	1.40	(%)	
*	R	2.60	(%)	
*	S	1.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.80	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	cannot be completed
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.70	(%)	
*	EE	3.00	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

DYRE ST & HORROCKS ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

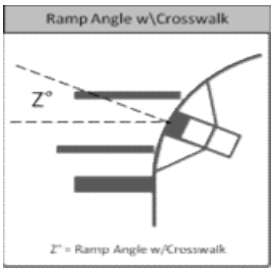
Insert Picture 3

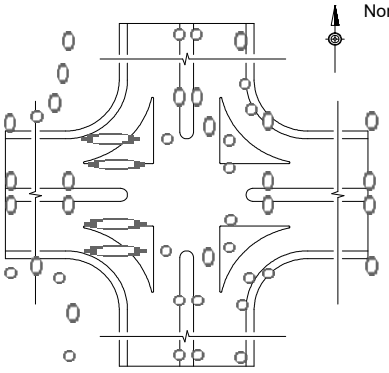
Insert Picture 6

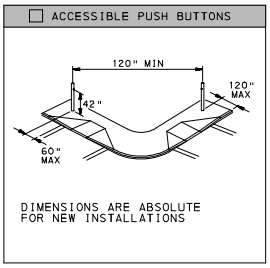
pennsylvania DEPARTMENT OF TRANSPORTATION

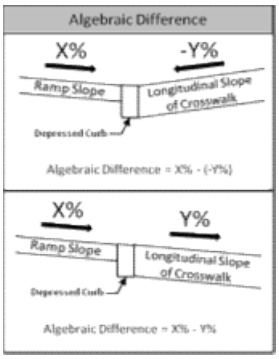
DYRE ST & HORROCKS ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.70	%	0.30	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	8	8				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	DYRE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	DYRE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







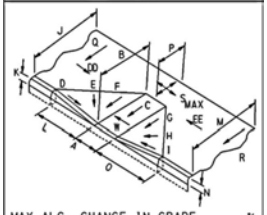


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-HORROCKSSt-DYRESt-HORROCKSSt-DYRESt-2023-07-10-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

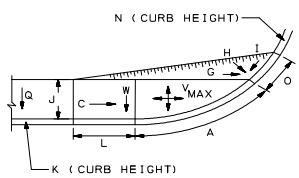
DYRE ST & HORROCKS ST, PennDOT Location
ID # 19

☐ TYPE 1



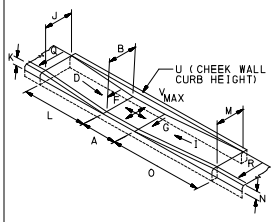
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



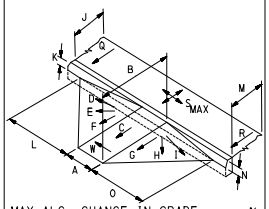
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



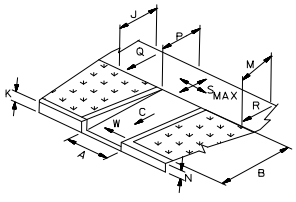
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



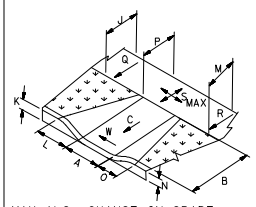
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



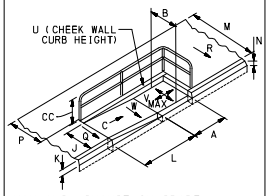
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



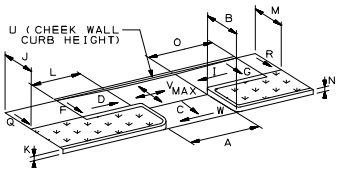
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



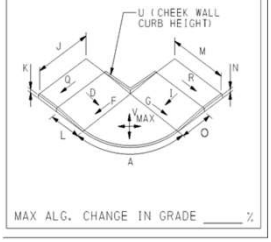
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



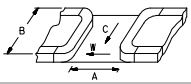
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

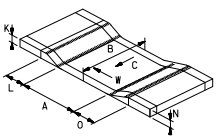
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	66	(IN)	
*	C	3.60	(%)	
*	D	4.10	(%)	
	E	4.60	(%)	
*	F	3.50	(%)	
*	G	3.70	(%)	
	H	6.00	(%)	
*	I	5.30	(%)	
*	J	93	(IN)	
	K	2	(IN)	
	L	51	(IN)	
*	M	145	(IN)	
	N	2	(IN)	
	O	34	(IN)	
*	P	82	(IN)	
*	Q	1.40	(%)	
*	R	2.60	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.70	(%)	
*	EE	3.00	(%)	

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)		(%)

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DEPARTMENT OF TRANSPORTATION

DYRE ST & HORROCKS ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

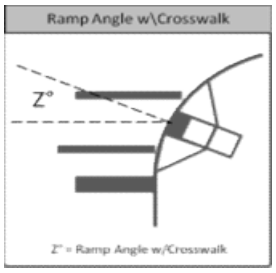
Insert Picture 3

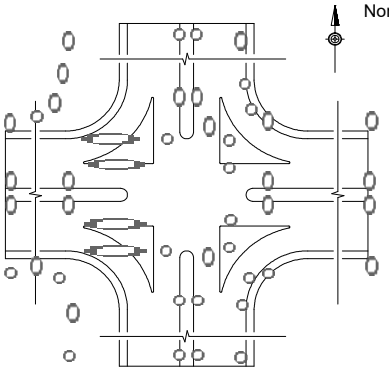
Insert Picture 6

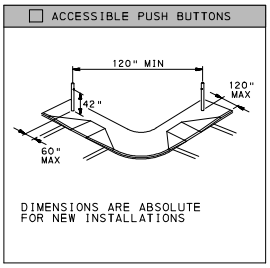
pennsylvania DEPARTMENT OF TRANSPORTATION

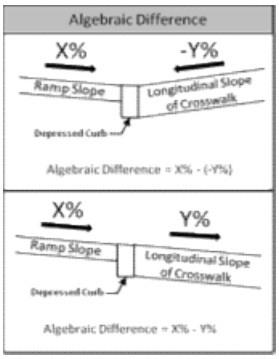
DYRE ST & OXFORD AVE, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.90	%	0.50	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	1	3			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				
*North Leg	OXFORD	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	DYRE	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	OXFORD	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	DYRE	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







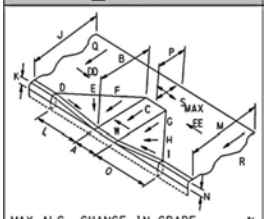


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-OXFORDAve-DYRESt-OXFORDAve-DYRESt-2023-07-10-2-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

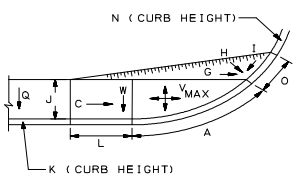
DYRE ST & OXFORD AVE, PennDOT Location ID # 2

☐ TYPE 1



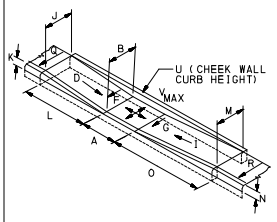
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



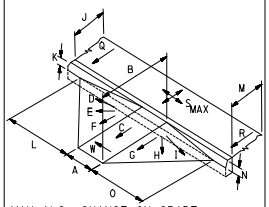
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



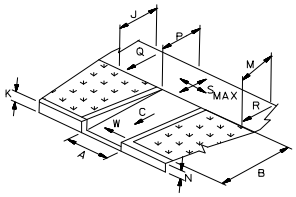
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



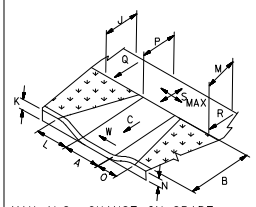
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



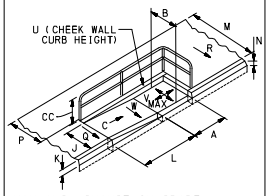
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



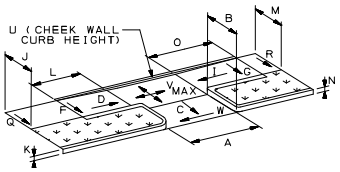
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



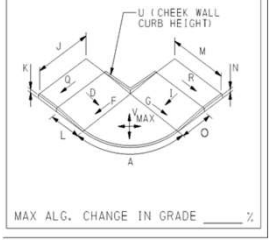
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



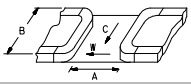
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

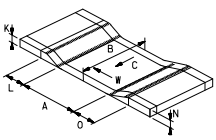
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	54	(IN)	
*	C	4.50	(%)	
*	D	4.40	(%)	
	E	5.70	(%)	
*	F	4.80	(%)	
*	G	5.50	(%)	
	H	6.50	(%)	
*	I	4.70	(%)	
*	J	60	(IN)	
	K	4	(IN)	
	L	33	(IN)	
*	M	60	(IN)	
	N	2	(IN)	
	O	33	(IN)	
*	P	49	(IN)	
*	Q	2.60	(%)	
*	R	1.10	(%)	
*	S	1.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.40	(%)	
*	EE	3.60	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

DYRE ST & OXFORD AVE, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

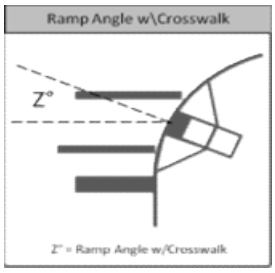
Insert Picture 3

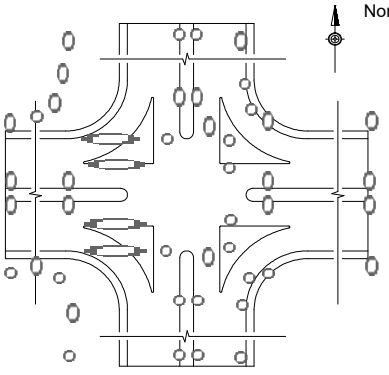
Insert Picture 6

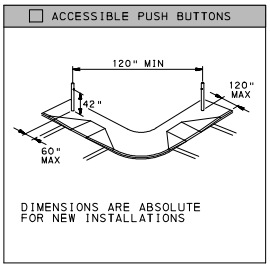
pennsylvania DEPARTMENT OF TRANSPORTATION

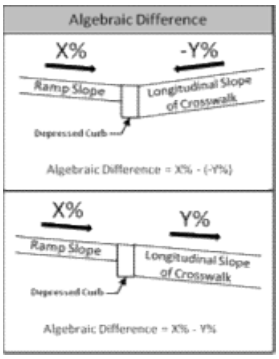
DYRE ST & OXFORD AVE, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.30	%	1.50	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		16	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	3.0			
Intersection Ramp # of #	2	3				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 1					
*North Leg	OXFORD	(segment)	(offset)			
*North Leg Desc.	Ave					
*East Leg	DYRE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	OXFORD	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	DYRE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







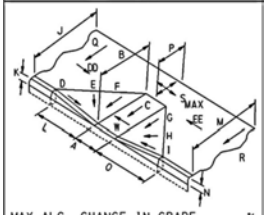


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-OXFORDAve-DYRESt-OXFORDAve-DYRESt-2023-07-10-17-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

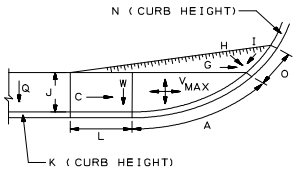
DYRE ST & OXFORD AVE, PennDOT Location ID # 17

☐ TYPE 1



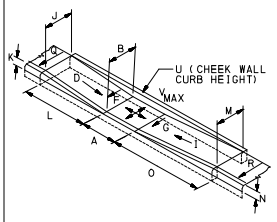
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



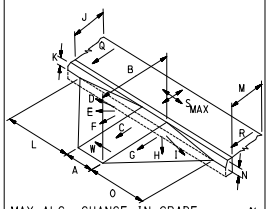
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



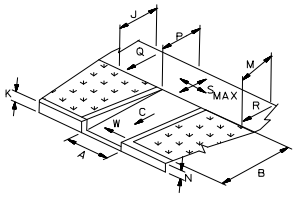
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



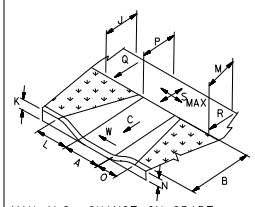
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



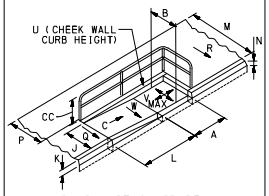
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



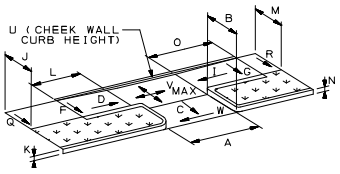
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



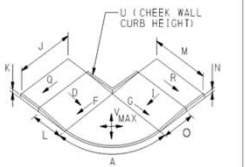
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



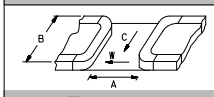
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

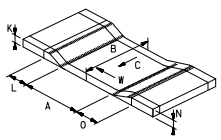
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	52	(IN)	
*	C	5.50	(%)	
*	D	2.50	(%)	
	E	999	(%)	cannot be completed
*	F	3.10	(%)	
*	G	7.20	(%)	
	H	6.60	(%)	
*	I	5.00	(%)	
*	J	72	(IN)	
	K	2	(IN)	
	L	48	(IN)	
*	M	93	(IN)	
	N	2	(IN)	
	O	35	(IN)	
*	P	48	(IN)	
*	Q	0.80	(%)	
*	R	1.70	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	130	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.40	(%)	
*	EE	1.50	(%)	

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	3.10	(%)

C-06-101-60000-OXFORDAve-DYRESt-OXFORDAve-DYRESt-2023-07-10-17-Type1

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DEPARTMENT OF TRANSPORTATION

DYRE ST & OXFORD AVE, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

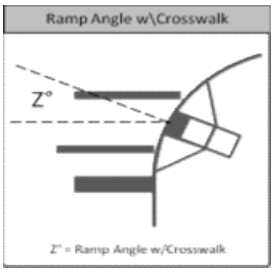
Insert Picture 3

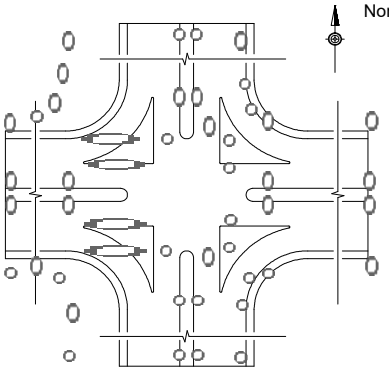
Insert Picture 6

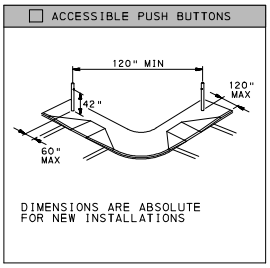
pennsylvania DEPARTMENT OF TRANSPORTATION

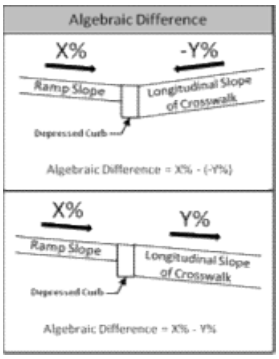
DYRE ST & OXFORD AVE, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.70	%	2.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	3	3				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	OXFORD	(segment)	(offset)			
*North Leg Desc.	Ave					
*East Leg	DYRE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	OXFORD	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	DYRE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







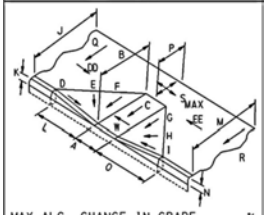


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-OXFORDAve-DYRESt-OXFORDAve-DYRESt-2023-07-10-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

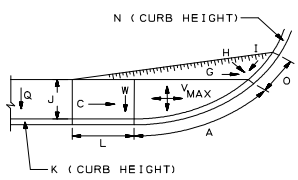
DYRE ST & OXFORD AVE, PennDOT Location ID # 19

☐ TYPE 1



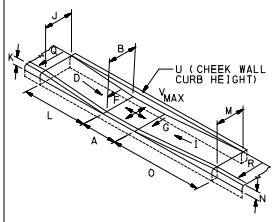
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



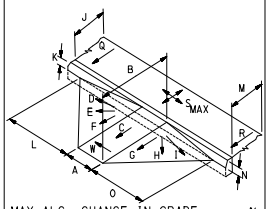
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



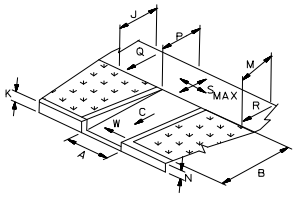
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



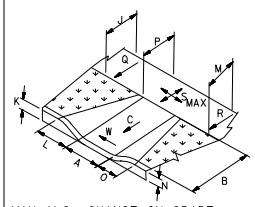
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



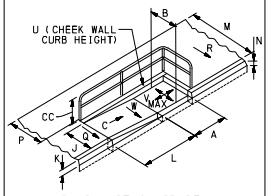
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



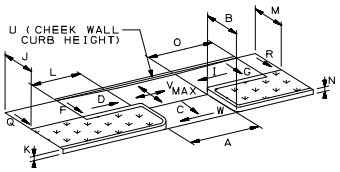
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



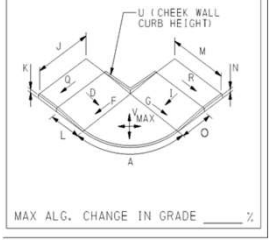
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



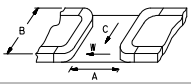
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

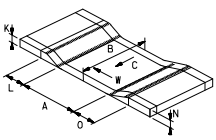
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	49	(IN)	
*	C	4.50	(%)	
*	D	2.30	(%)	
	E	3.70	(%)	
*	F	4.40	(%)	
*	G	3.90	(%)	
	H	7.30	(%)	
*	I	5.10	(%)	
*	J	72	(IN)	
	K	2	(IN)	
	L	34	(IN)	
*	M	93	(IN)	
	N	2	(IN)	
	O	44	(IN)	
*	P	48	(IN)	
*	Q	0.80	(%)	
*	R	1.70	(%)	
*	S	1.30	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.40	(%)	
*	EE	1.50	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-OXFORDAve-DYRESt-OXFORDAve-DYRESt-2023-07-10-19-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

DYRE ST & OXFORD AVE, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

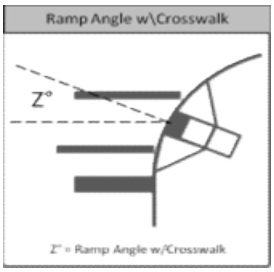
Insert Picture 3

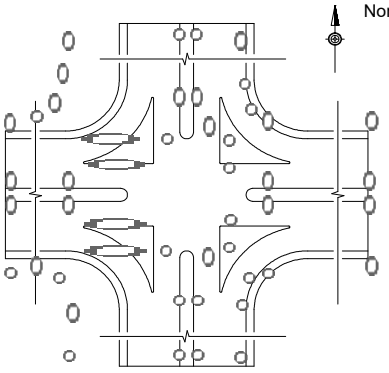
Insert Picture 6

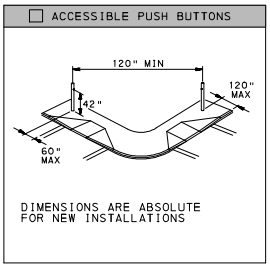
pennsylvania DEPARTMENT OF TRANSPORTATION

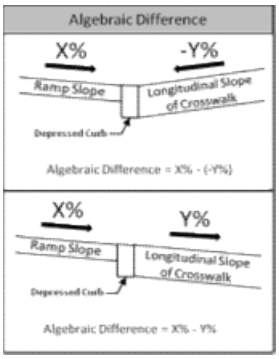
HAWORTH ST & HORROCKS ST, PennDOT
Location ID # 2

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	0.50	%	1.90	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	5.0		
Intersection Ramp # of #	1	4			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				
*North Leg	HORROCKS	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	HAWORTH	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	HORROCKS	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	HAWORTH	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







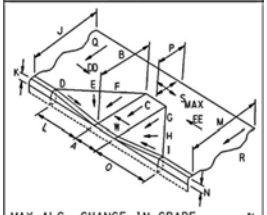


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-HORROCKSSt-HAWORTHSt-HORROCKSSt-HAWORTHSt-2023-07-10-2-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania DEPARTMENT OF TRANSPORTATION

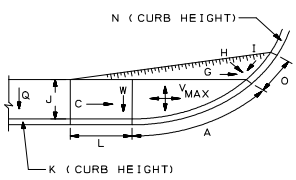
HAWORTH ST & HORROCKS ST, PennDOT
Location ID # 2

☐ TYPE 1



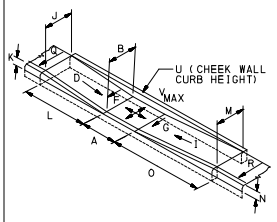
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



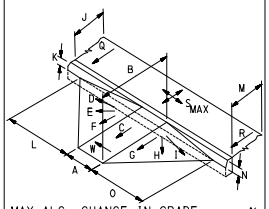
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



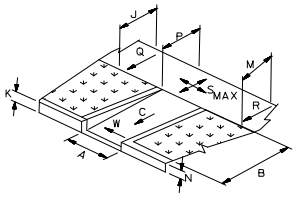
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



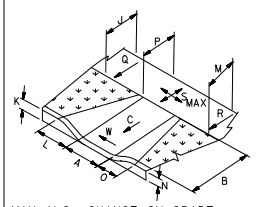
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



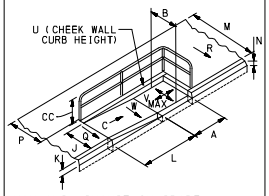
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



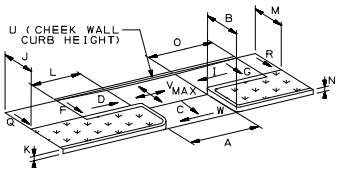
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



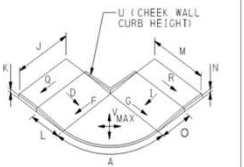
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



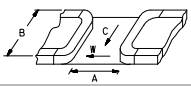
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

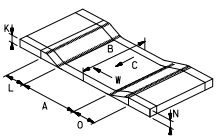
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	65	(IN)	
*	C	4.70	(%)	
*	D	3.20	(%)	
	E	5.00	(%)	
*	F	2.70	(%)	
*	G	6.20	(%)	
	H	6.60	(%)	
*	I	6.30	(%)	
*	J	174	(IN)	
	K	2	(IN)	
	L	73	(IN)	
*	M	139	(IN)	
	N	2	(IN)	
	O	44	(IN)	
*	P	48	(IN)	
*	Q	0.10	(%)	
*	R	3.30	(%)	
*	S	1.30	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	cannot be completed
*	Z		(IN)	
*	ZZ	999	(IN)	cannot be completed
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.30	(%)	
*	EE	0.10	(%)	

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	1.30	(%)

C-06-101-60000-HORROCKSSt-HAWORTHSt-HORROCKSSt-HAWORTHSt-2023-07-10-2-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

HAWORTH ST & HORROCKS ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

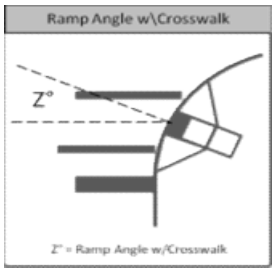
Insert Picture 3

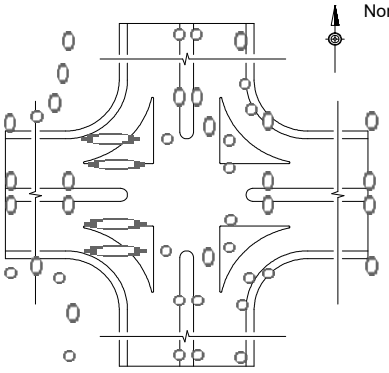
Insert Picture 6

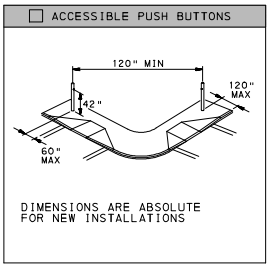
pennsylvania DEPARTMENT OF TRANSPORTATION

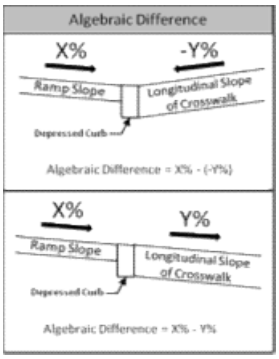
HAWORTH ST & HORROCKS ST, PennDOT
Location ID # 9

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.20	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		5	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	2.1		
Intersection Ramp # of #	2	4			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				
*North Leg	HORROCKS	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	HAWORTH	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	HORROCKS	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	HAWORTH	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







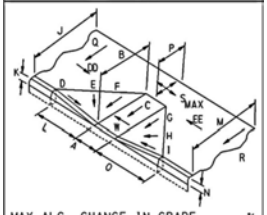


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-HORROCKSSt-HAWORTHSt-HORROCKSSt-HAWORTHSt-2023-07-10-9-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania DEPARTMENT OF TRANSPORTATION

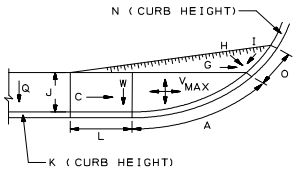
HAWORTH ST & HORROCKS ST, PennDOT
Location ID # 9

☐ TYPE 1



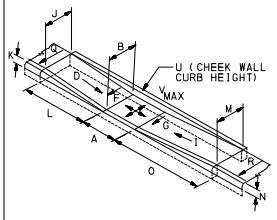
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



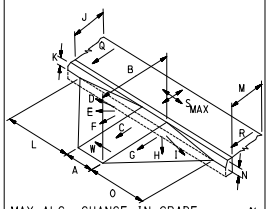
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



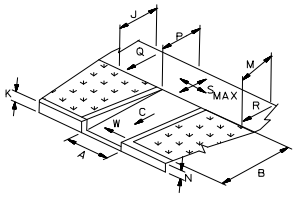
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



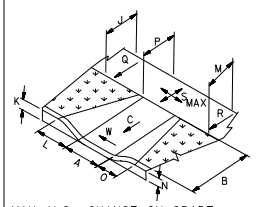
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



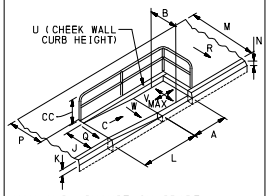
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



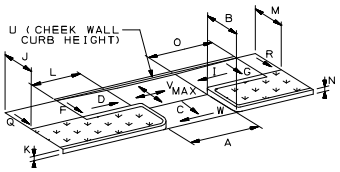
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



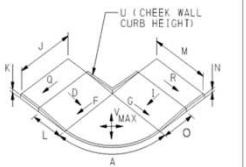
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



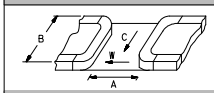
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

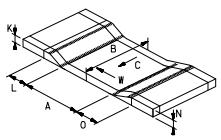
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	61	(IN)	
*	C	5.70	(%)	
*	D	7.70	(%)	
	E	8.10	(%)	
*	F	6.90	(%)	
*	G	5.60	(%)	
	H	6.10	(%)	
*	I	4.70	(%)	
*	J	60	(IN)	
	K	2	(IN)	
	L	41	(IN)	
*	M	60	(IN)	
	N	3	(IN)	
	O	38	(IN)	
*	P	50	(IN)	
*	Q	0.60	(%)	
*	R	1.00	(%)	
*	S	1.90	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.30	(%)	
*	EE	1.10	(%)	

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	4.80	(%)

C-06-101-60000-HORROCKSSt-HAWORTHSt-HORROCKSSt-HAWORTHSt-2023-07-10-9-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

HAWORTH ST & HORROCKS ST, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

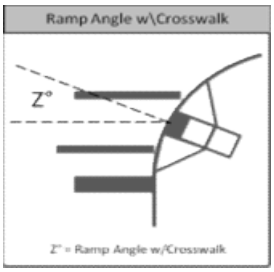
Insert Picture 3

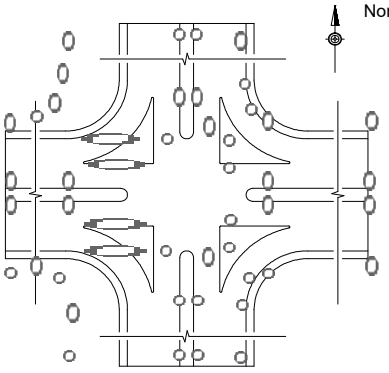
Insert Picture 6

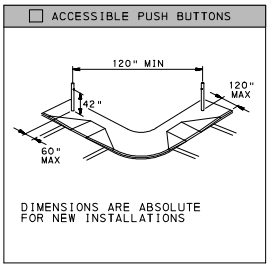
pennsylvania DEPARTMENT OF TRANSPORTATION

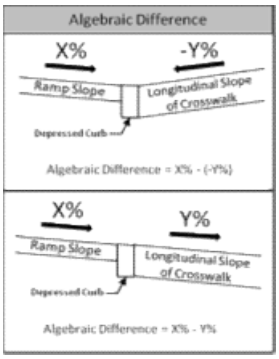
HAWORTH ST & HORROCKS ST, PennDOT
Location ID # 12

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.50	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	1.8			
Intersection Ramp # of #	3	4				
*Ramp Location (Use Figure Below)	12					
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	HAWORTH	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	HAWORTH	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







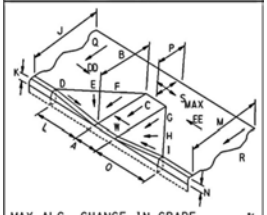


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-HORROCKSSt-HAWORTHSt-HORROCKSSt-HAWORTHSt-2023-07-10-12-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

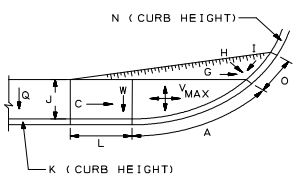
HAWORTH ST & HORROCKS ST, PennDOT
Location ID # 12

☐ TYPE 1



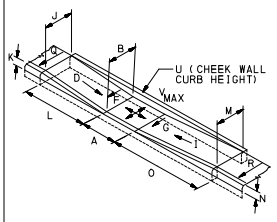
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



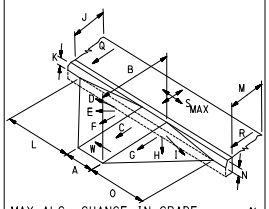
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



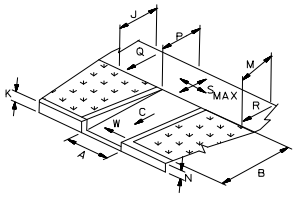
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



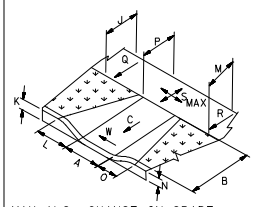
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



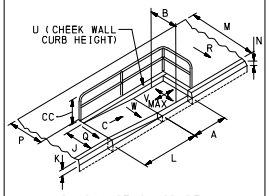
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



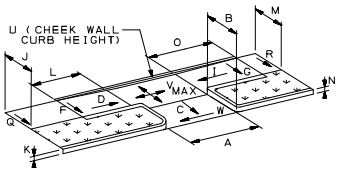
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



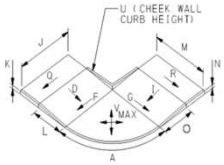
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



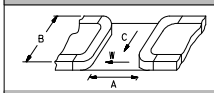
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

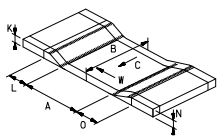
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	57	(IN)	
*	C	7.00	(%)	
*	D	9.80	(%)	
	E	8.60	(%)	
*	F	7.20	(%)	
*	G	6.80	(%)	
	H	7.30	(%)	
*	I	6.80	(%)	
*	J	60	(IN)	
	K	4	(IN)	
	L	32	(IN)	
*	M	60	(IN)	
	N	2	(IN)	
	O	39	(IN)	
*	P	48	(IN)	
*	Q	1.20	(%)	
*	R	1.00	(%)	
*	S	1.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.20	(%)	
*	EE	2.90	(%)	

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	2.70 (%)

C-06-101-60000-HORROCKSSt-HAWORTHSt-HORROCKSSt-HAWORTHSt-2023-07-10-12-Type1

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DEPARTMENT OF TRANSPORTATION

HAWORTH ST & HORROCKS ST, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

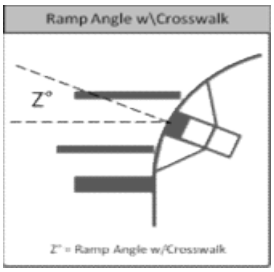
Insert Picture 3

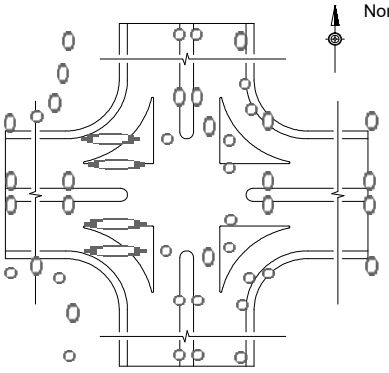
Insert Picture 6

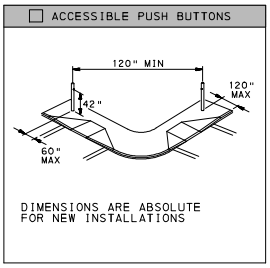
pennsylvania DEPARTMENT OF TRANSPORTATION

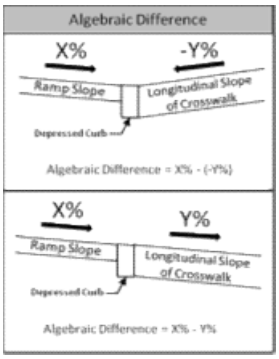
HAWORTH ST & HORROCKS ST, PennDOT
Location ID # 19

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.70	%	1.20	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		5	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	4	4				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	HAWORTH	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	HAWORTH	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







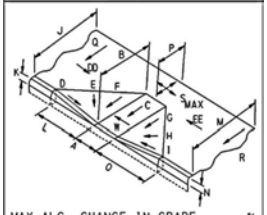


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-HORROCKSSt-HAWORTHSt-HORROCKSSt-HAWORTHSt-2023-07-10-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

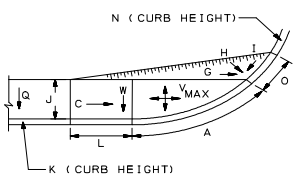
HAWORTH ST & HORROCKS ST, PennDOT
Location ID # 19

☐ TYPE 1



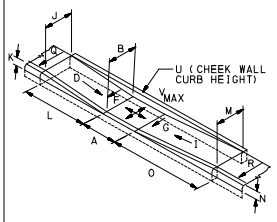
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



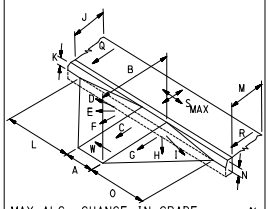
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



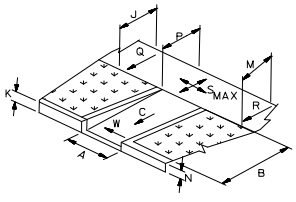
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



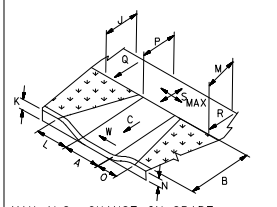
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



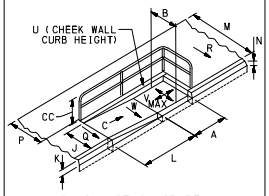
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



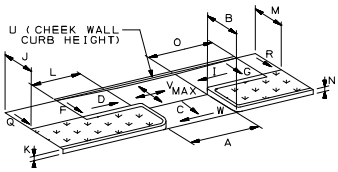
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



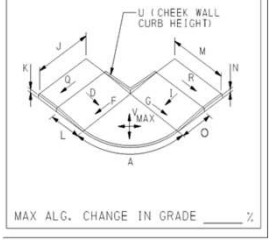
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



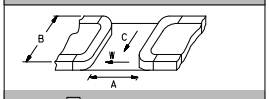
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

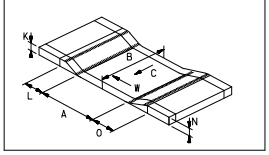
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	66	(IN)	
*	C	7.80	(%)	
*	D	9.90	(%)	
	E	11.50	(%)	
*	F	8.00	(%)	
*	G	7.70	(%)	
	H	9.80	(%)	
*	I	6.70	(%)	
*	J	61	(IN)	
	K	2	(IN)	
	L	48	(IN)	
*	M	62	(IN)	
	N	2	(IN)	
	O	27	(IN)	
*	P	50	(IN)	
*	Q	0.40	(%)	
*	R	1.20	(%)	
*	S	1.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	cannot be completed
*	Z		(IN)	
*	ZZ	999	(IN)	cannot be completed
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.50	(%)	
*	EE	4.90	(%)	

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

C-06-101-60000-HORROCKSSt-HAWORTHSt-HORROCKSSt-HAWORTHSt-2023-07-10-19-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

HAWORTH ST & HORROCKS ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

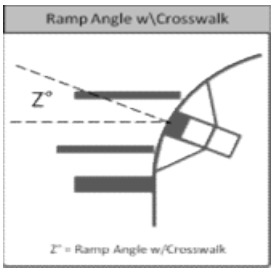
Insert Picture 3

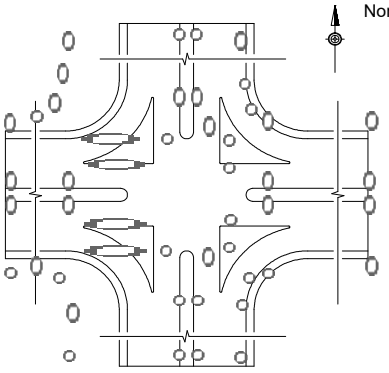
Insert Picture 6

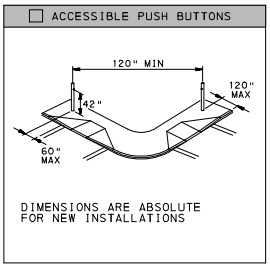
pennsylvania DEPARTMENT OF TRANSPORTATION

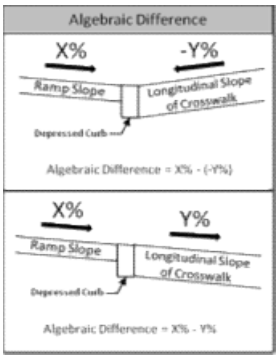
HORROCKS ST & MAGEE AVE, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.00	%	0.30	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		15	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	1	4				
*Ramp Location (Use Figure Below)	02					
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	MAGEE	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	MAGEE	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







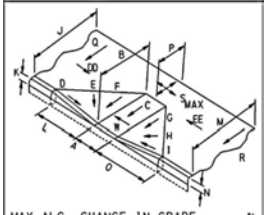


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-HORROCKSSt-MAGEEAve-HORROCKSSt-MAGEEAve-2023-07-10-2-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

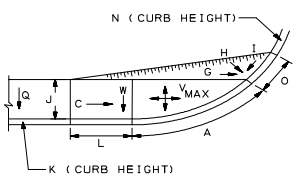
HORROCKS ST & MAGEE AVE, PennDOT
Location ID # 2

☐ TYPE 1



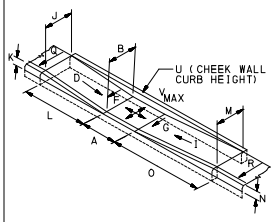
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



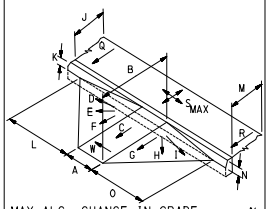
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



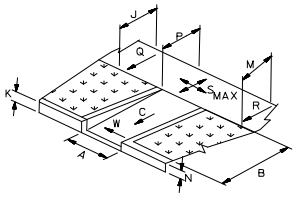
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



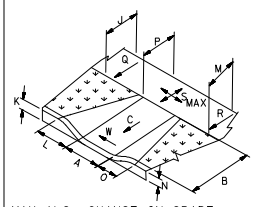
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



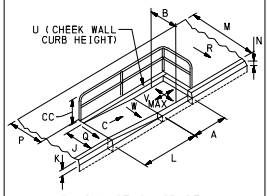
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



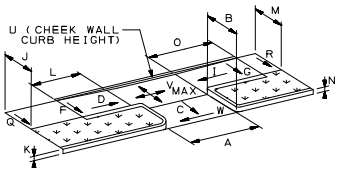
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



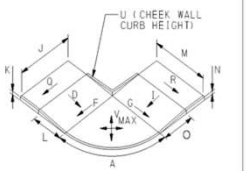
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



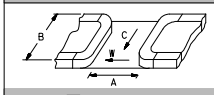
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

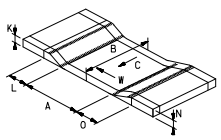
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	43	(IN)	
*	C	4.40	(%)	
*	D	2.40	(%)	
	E	4.30	(%)	
*	F	3.80	(%)	
*	G	4.90	(%)	
	H	5.20	(%)	
*	I	4.50	(%)	
*	J	65	(IN)	
	K	2	(IN)	1.25
	L	26	(IN)	
*	M	64	(IN)	
	N	2	(IN)	1.5
	O	35	(IN)	
*	P	53	(IN)	
*	Q	1.00	(%)	
*	R	1.10	(%)	
*	S	0.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.70	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.10	(%)	
*	EE	3.30	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)	4.10	(%)

C-06-101-60000-HORROCKSSt-MAGEEAve-HORROCKSSt-MAGEEAve-2023-07-10-2-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

HORROCKS ST & MAGEE AVE, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

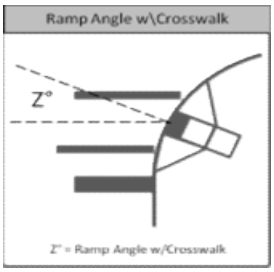
Insert Picture 3

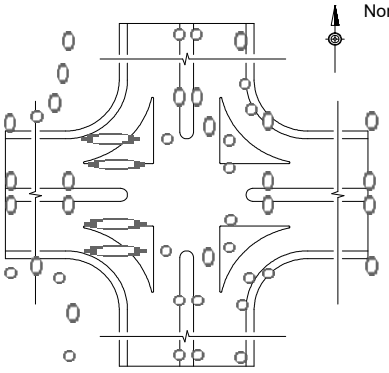
Insert Picture 6

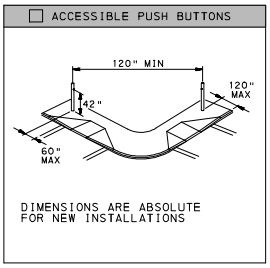
pennsylvania DEPARTMENT OF TRANSPORTATION

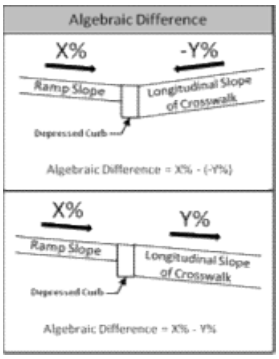
HORROCKS ST & MAGEE AVE, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Eric Long JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.30	%	0.04	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		13	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		2	4			
*Ramp Location (Use Figure Below)			04			
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	MAGEE	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	MAGEE	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







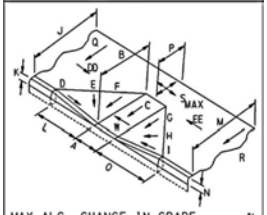


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-HORROCKSSt-MAGEEAve-HORROCKSSt-MAGEEAve-2023-07-10-4-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

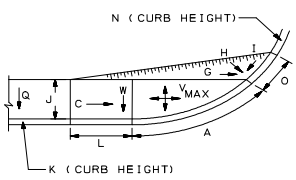
HORROCKS ST & MAGEE AVE, PennDOT
Location ID # 4

☐ TYPE 1



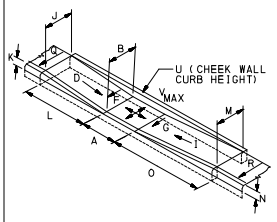
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



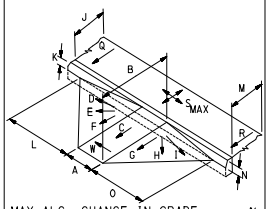
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



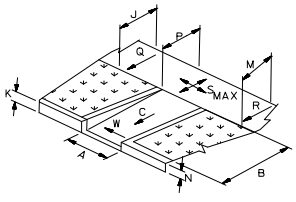
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



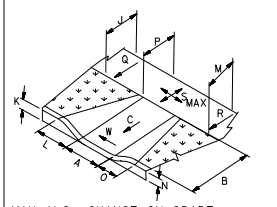
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



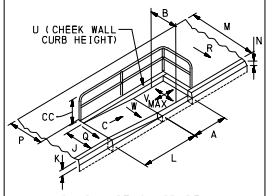
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



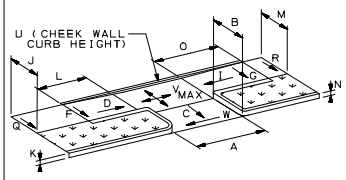
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



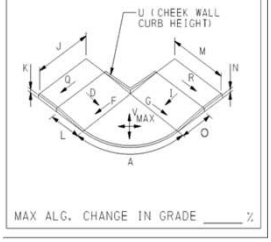
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



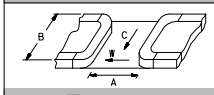
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

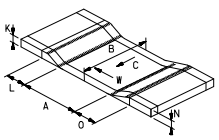
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	42	(IN)
*	C	4.00	(%)
*	D	4.90	(%)
	E	4.40	(%)
*	F	4.30	(%)
*	G	4.50	(%)
	H	4.90	(%)
*	I	5.80	(%)
*	J	65	(IN)
	K	2	(IN)
	L	36	(IN)
*	M	64	(IN)
	N	5	(IN)
	O	46	(IN)
*	P	53	(IN)
*	Q	1.00	(%)
*	R	1.10	(%)
*	S	0.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.60	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	52	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.10	(%)
*	EE	3.30	(%)

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	4.40	(%)

Comments

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DEPARTMENT OF TRANSPORTATION

HORROCKS ST & MAGEE AVE, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

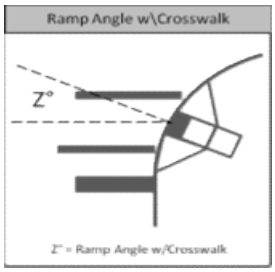
Insert Picture 3

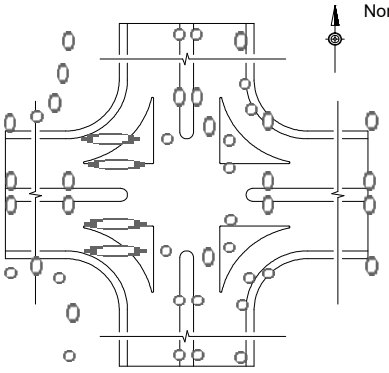
Insert Picture 6

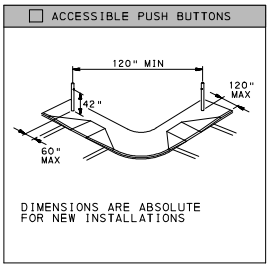
pennsylvania DEPARTMENT OF TRANSPORTATION

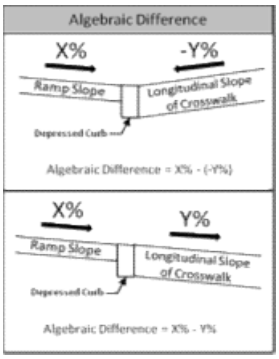
HORROCKS ST & MAGEE AVE, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.70	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		1	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #		3	4		
*Ramp Location (Use Figure Below)			17		
*Curb Ramp Type	Type 1				
*North Leg	HORROCKS	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	MAGEE	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	HORROCKS	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	MAGEE	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				







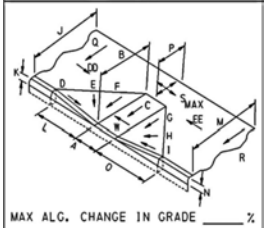


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-HORROCKSSt-MAGEEAve-HORROCKSSt-MAGEEAve-2023-07-10-17-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania DEPARTMENT OF TRANSPORTATION

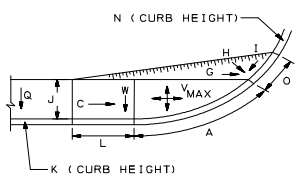
HORROCKS ST & MAGEE AVE, PennDOT
Location ID # 17

☐ TYPE 1



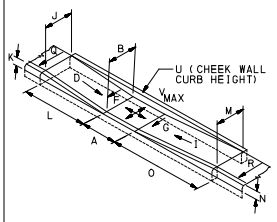
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



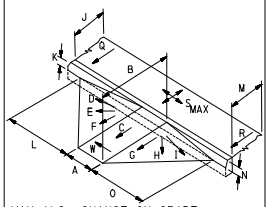
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



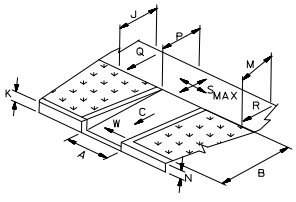
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



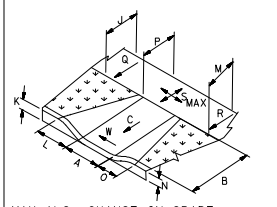
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



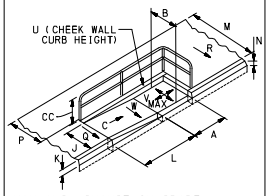
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



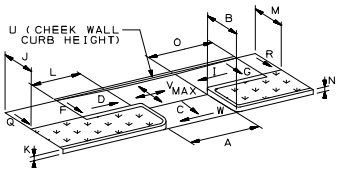
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



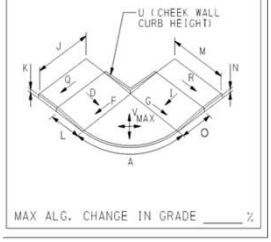
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



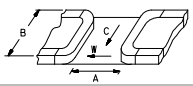
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

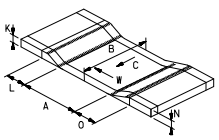
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	43	(IN)	
*	C	5.50	(%)	
*	D	9.40	(%)	
	E	8.10	(%)	
*	F	4.90	(%)	
*	G	4.60	(%)	
	H	6.00	(%)	
*	I	6.10	(%)	
*	J	61	(IN)	
	K	6	(IN)	
	L	46	(IN)	
*	M	85	(IN)	
	N	2	(IN)	
	O	34	(IN)	
*	P	52	(IN)	
*	Q	1.20	(%)	
*	R	1.80	(%)	
*	S	0.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.80	(%)	
*	EE	0.60	(%)	

	DWS Transition Strip	YES
	DWS Transition Strip Slope (FF)	5.00 (%)

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DEPARTMENT OF TRANSPORTATION

HORROCKS ST & MAGEE AVE, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

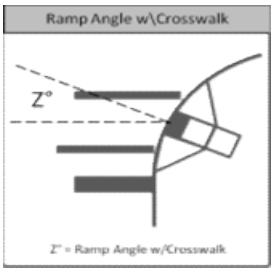
Insert Picture 3

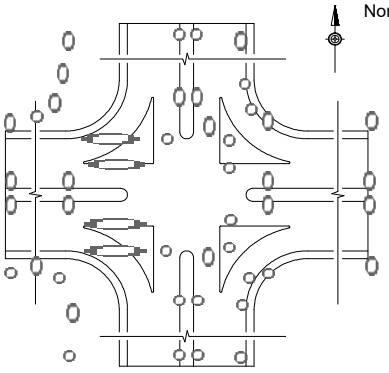
Insert Picture 6

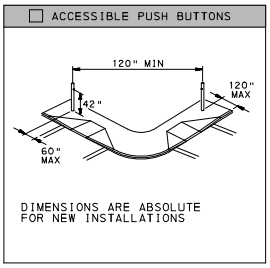
pennsylvania DEPARTMENT OF TRANSPORTATION

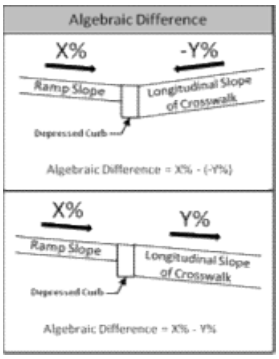
HORROCKS ST & MAGEE AVE, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.10	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		11	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	4	4				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	MAGEE	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	MAGEE	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







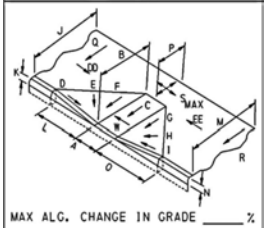


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-HORROCKSSt-MAGEEAve-HORROCKSSt-MAGEEAve-2023-07-10-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

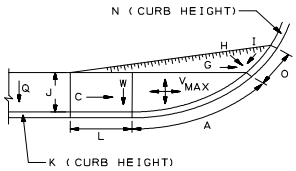
HORROCKS ST & MAGEE AVE, PennDOT
Location ID # 19

☐ TYPE 1



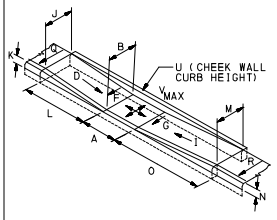
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



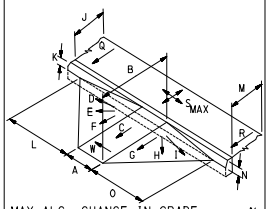
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



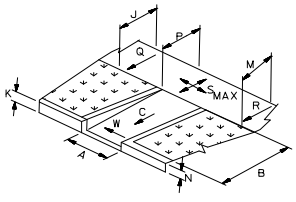
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



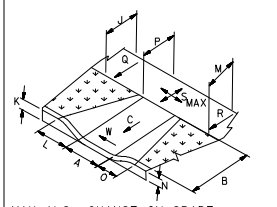
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



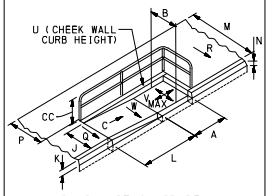
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



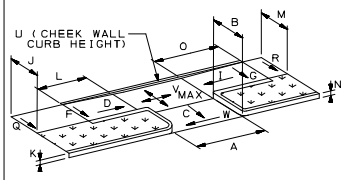
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



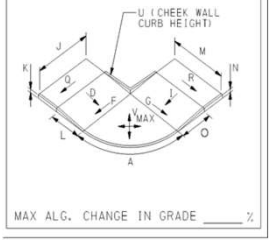
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



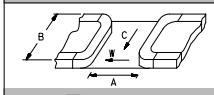
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

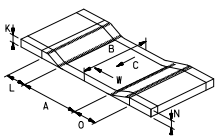
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	39	(IN)
*	C	4.80	(%)
*	D	5.30	(%)
	E	5.00	(%)
*	F	4.60	(%)
*	G	4.40	(%)
	H	2.90	(%)
*	I	1.00	(%)
*	J	61	(IN)
	K	2	(IN)
	L	38	(IN)
*	M	60	(IN)
	N	2	(IN)
	O	34	(IN)
*	P	52	(IN)
*	Q	1.20	(%)
*	R	1.80	(%)
*	S	0.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	50	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.90	(%)
*	EE	0.60	(%)

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	3.10	(%)

Comments

pennsylvania
DEPARTMENT OF TRANSPORTATION

HORROCKS ST & MAGEE AVE, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

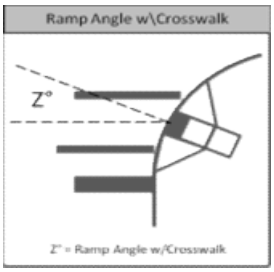
Insert Picture 3

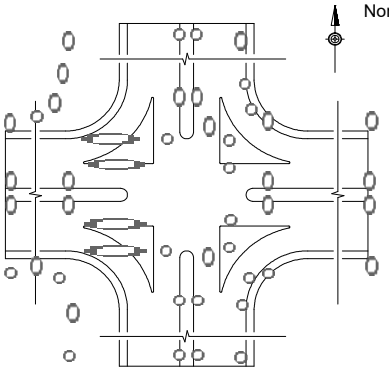
Insert Picture 6

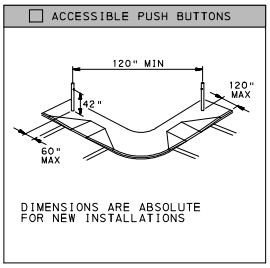
pennsylvania DEPARTMENT OF TRANSPORTATION

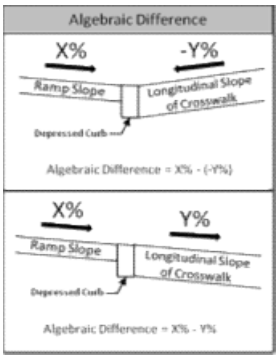
HORROCKS ST & OXFORD AVE, PennDOT
Location ID # 2

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.70	%	0.20	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		18	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	2.8		
Intersection Ramp # of #	1	4			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				
*North Leg	HORROCKS	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	OXFORD	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	HORROCKS	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	OXFORD	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				







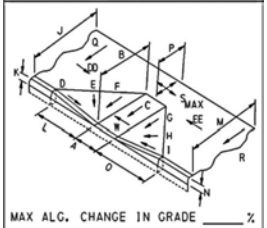


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-HORROCKSSt-OXFORDAve-HORROCKSSt-OXFORDAve-2023-07-10-2-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania DEPARTMENT OF TRANSPORTATION

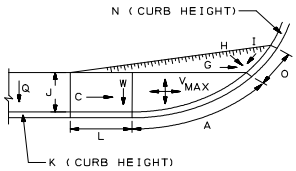
HORROCKS ST & OXFORD AVE, PennDOT
Location ID # 2

☐ TYPE 1



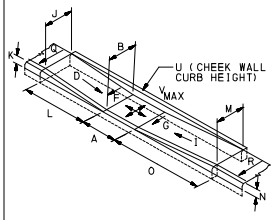
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



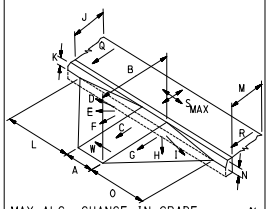
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



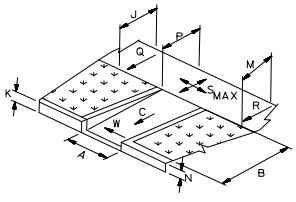
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



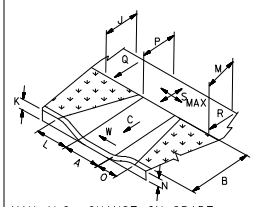
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



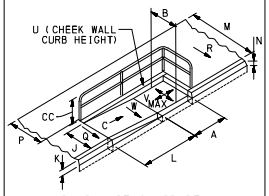
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



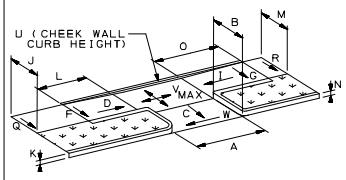
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



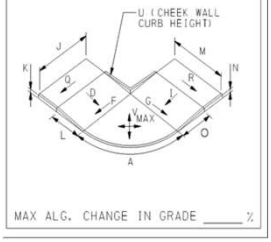
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



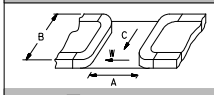
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

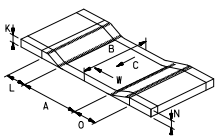
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	38	(IN)	
*	C	5.30	(%)	
*	D	3.90	(%)	
	E	4.70	(%)	
*	F	5.20	(%)	
*	G	5.10	(%)	
	H	6.30	(%)	
*	I	5.10	(%)	
*	J	140	(IN)	
	K	2	(IN)	
	L	29	(IN)	
*	M	80	(IN)	
	N	2	(IN)	
	O	29	(IN)	
*	P	48	(IN)	
*	Q	2.00	(%)	
*	R	2.00	(%)	
*	S	1.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.60	(%)	
*	EE	0.30	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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DEPARTMENT OF TRANSPORTATION

HORROCKS ST & OXFORD AVE, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

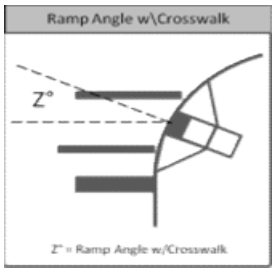
Insert Picture 3

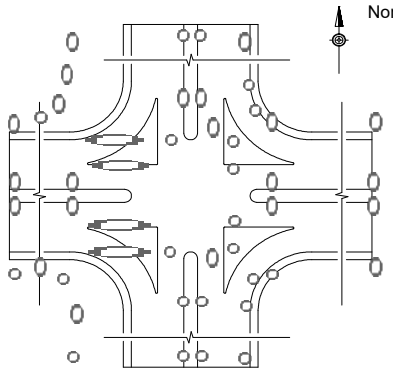
Insert Picture 6

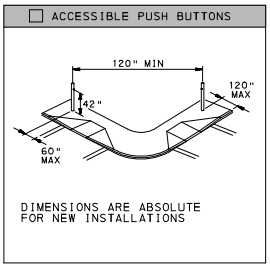
pennsylvania DEPARTMENT OF TRANSPORTATION

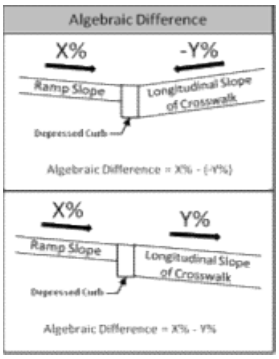
HORROCKS ST & OXFORD AVE, PennDOT
Location ID # 4

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.00	%	0.80	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	2	4			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				
*North Leg	HORROCKS	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	OXFORD	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	HORROCKS	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	OXFORD	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				







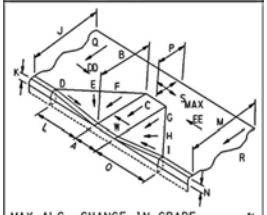


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-HORROCKSSt-OXFORDAve-HORROCKSSt-OXFORDAve-2023-07-10-4-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania DEPARTMENT OF TRANSPORTATION

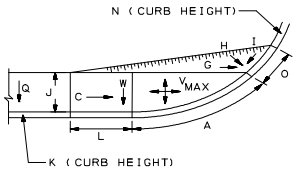
HORROCKS ST & OXFORD AVE, PennDOT
Location ID # 4

☐ TYPE 1



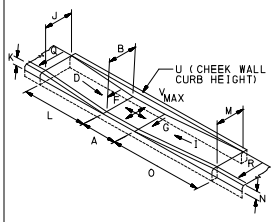
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



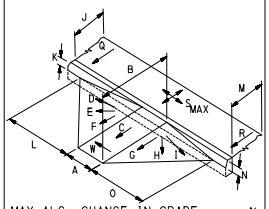
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



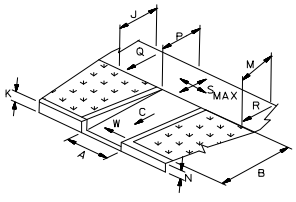
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



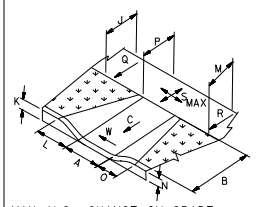
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



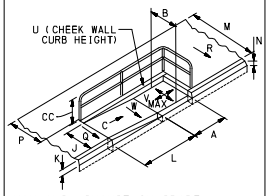
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



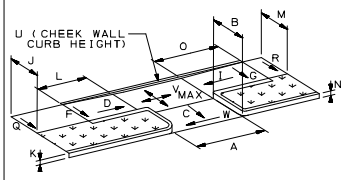
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



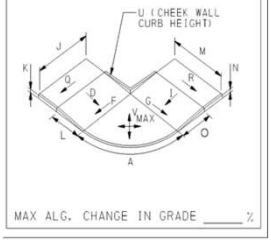
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



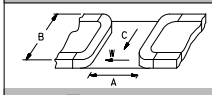
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

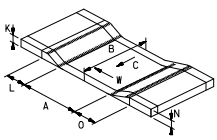
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	5.90	(%)
*	D	6.00	(%)
	E	6.20	(%)
*	F	5.70	(%)
*	G	6.60	(%)
	H	9.00	(%)
*	I	7.40	(%)
*	J	140	(IN)
	K	2	(IN)
	L	31	(IN)
*	M	80	(IN)
	N	2	(IN)
	O	34	(IN)
*	P	48	(IN)
*	Q	2.00	(%)
*	R	2.00	(%)
*	S	1.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.60	(%)
*	EE	0.30	(%)

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	5.00	(%)

Comments

pennsylvania
DEPARTMENT OF TRANSPORTATION

HORROCKS ST & OXFORD AVE, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

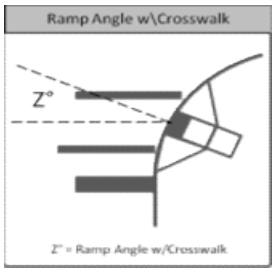
Insert Picture 3

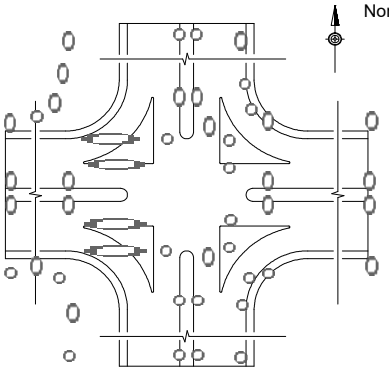
Insert Picture 6

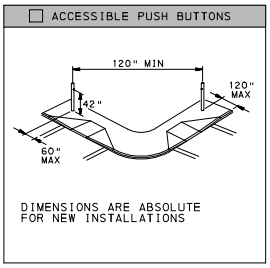
pennsylvania DEPARTMENT OF TRANSPORTATION

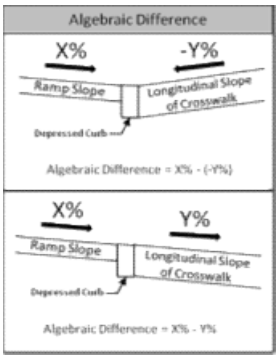
HORROCKS ST & OXFORD AVE, PennDOT
Location ID # 7

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.90	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		11	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	3	4				
*Ramp Location (Use Figure Below)		07				
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	OXFORD	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	OXFORD	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







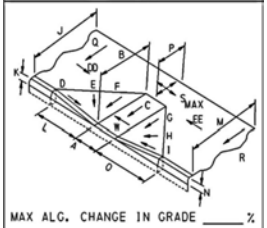


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-HORROCKSSt-OXFORDAve-HORROCKSSt-OXFORDAve-2023-07-10-7-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

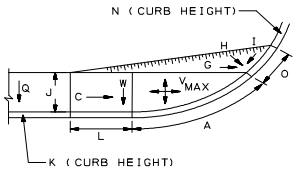
HORROCKS ST & OXFORD AVE, PennDOT
Location ID # 7

☐ TYPE 1



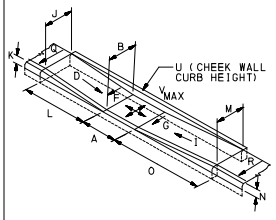
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



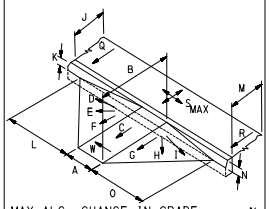
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



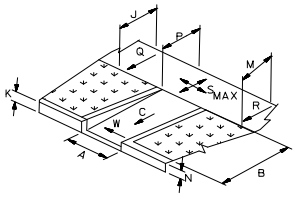
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



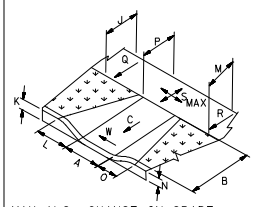
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



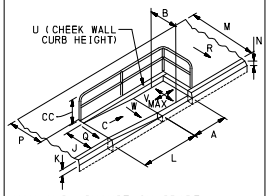
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



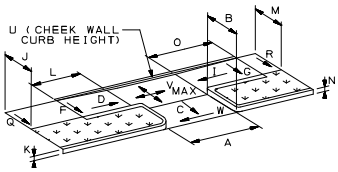
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



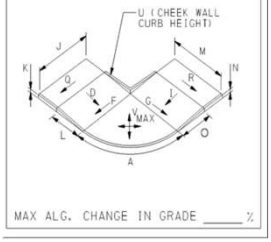
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



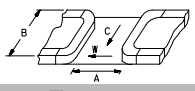
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

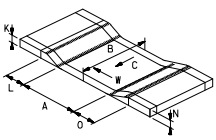
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	43	(IN)	
*	C	7.60	(%)	
*	D	999	(%)	flare built with utility pole, when ur
	E	999	(%)	see D
*	F	3.40	(%)	
*	G	7.60	(%)	
	H	8.20	(%)	
*	I	8.30	(%)	
*	J	60	(IN)	
	K	4	(IN)	
	L	52	(IN)	
*	M	60	(IN)	
	N	3	(IN)	
	O	34	(IN)	
*	P	48	(IN)	
*	Q	0.60	(%)	
*	R	999	(%)	cannot be completed
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	6.40	(%)	
*	EE	999.00	(%)	cannot be completed

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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DEPARTMENT OF TRANSPORTATION

HORROCKS ST & OXFORD AVE, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

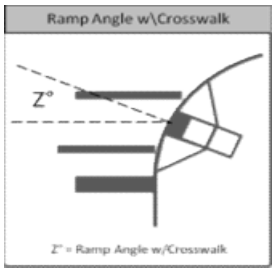
Insert Picture 3

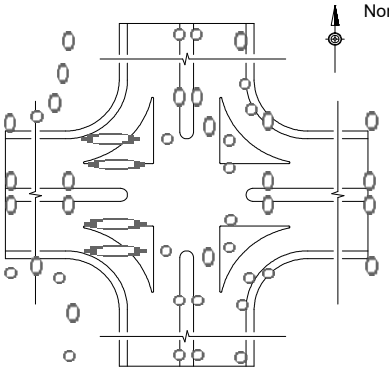
Insert Picture 6

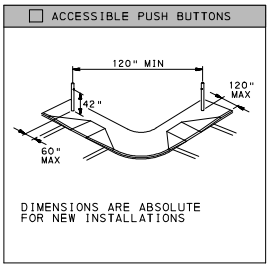
pennsylvania DEPARTMENT OF TRANSPORTATION

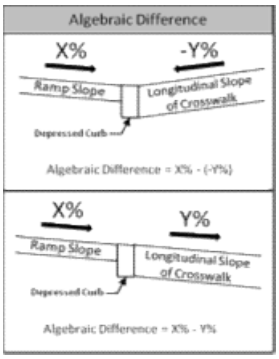
HORROCKS ST & OXFORD AVE, PennDOT
Location ID # 9

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.00	%	0.80	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		17	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	4	4			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				
*North Leg	HORROCKS	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	OXFORD	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	HORROCKS	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	OXFORD	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				







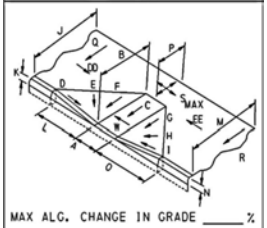


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-HORROCKSSt-OXFORDAve-HORROCKSSt-OXFORDAve-2023-07-10-9-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

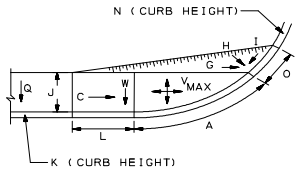
HORROCKS ST & OXFORD AVE, PennDOT
Location ID # 9

☐ TYPE 1



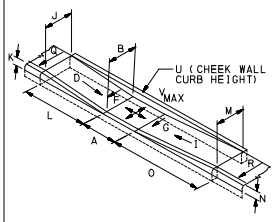
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



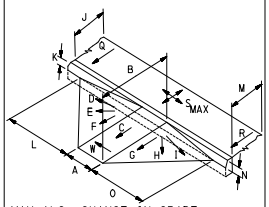
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



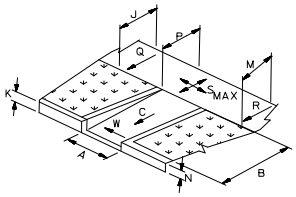
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



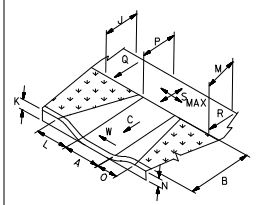
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



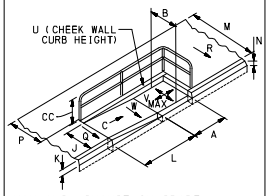
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



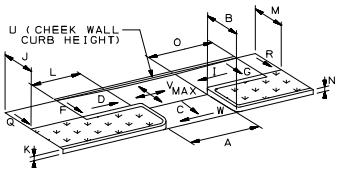
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



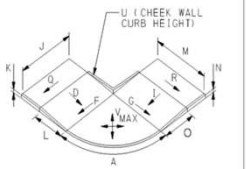
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



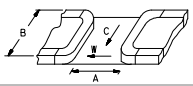
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

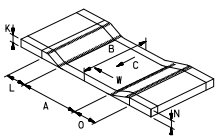
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	70	(IN)	
*	C	0.60	(%)	
*	D	6.70	(%)	
	E	5.10	(%)	
*	F	1.80	(%)	
*	G	999	(%)	grass/tree adjacent to flare
	H	999	(%)	grass/tree adjacent to flare
*	I	999	(%)	grass/tree adjacent to flare
*	J	60	(IN)	
	K	2	(IN)	
	L	44	(IN)	
*	M	74	(IN)	
	N	2	(IN)	
	O	18	(IN)	
*	P	50	(IN)	
*	Q	1.30	(%)	
*	R	4.40	(%)	
*	S	1.30	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.70	(%)	
*	EE	3.70	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

HORROCKS ST & OXFORD AVE, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

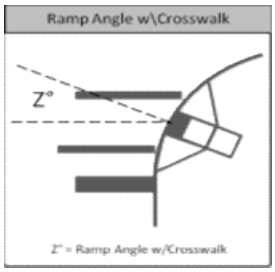
Insert Picture 3

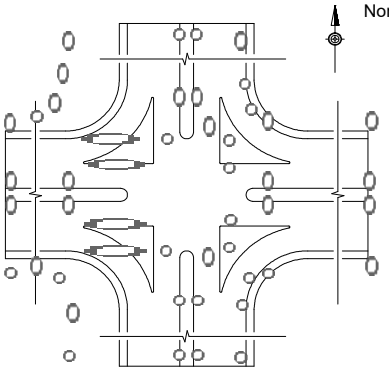
Insert Picture 6

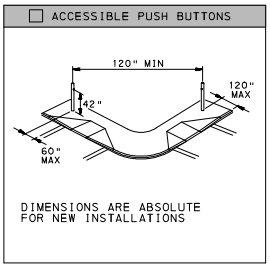
pennsylvania DEPARTMENT OF TRANSPORTATION

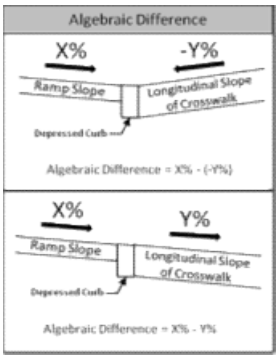
HORROCKS ST & UNRUH AVE, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	0.90	%	1.70	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		17	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	1	8			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				
*North Leg	HORROCKS	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	UNRUH	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	HORROCKS	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	UNRUH	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				







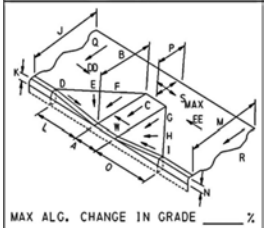


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-HORROCKSSt-UNRUHAve-HORROCKSSt-UNRUHAve-2023-07-10-2-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania DEPARTMENT OF TRANSPORTATION

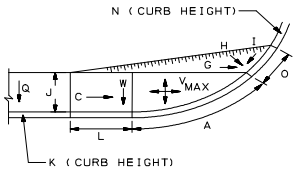
HORROCKS ST & UNRUH AVE, PennDOT
Location ID # 2

☐ TYPE 1



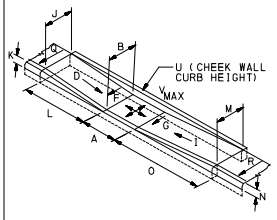
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



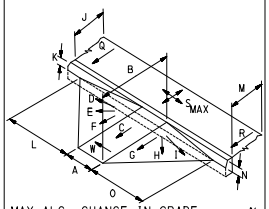
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



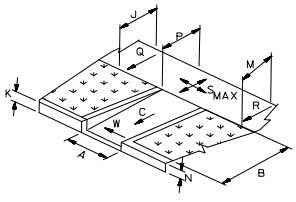
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



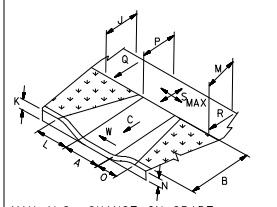
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



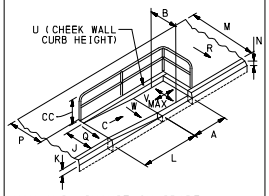
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



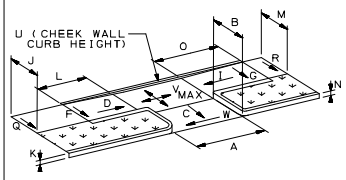
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



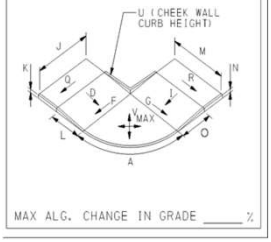
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



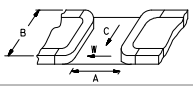
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

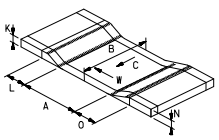
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	48	(IN)	
*	C	4.60	(%)	
*	D	6.20	(%)	
	E	6.30	(%)	
*	F	5.10	(%)	
*	G	4.30	(%)	
	H	5.60	(%)	
*	I	4.60	(%)	
*	J	88	(IN)	
	K	2	(IN)	
	L	32	(IN)	
*	M	86	(IN)	
	N	2	(IN)	
	O	26	(IN)	
*	P	59	(IN)	
*	Q	0.60	(%)	
*	R	1.00	(%)	
*	S	1.90	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.80	(%)	
*	EE	1.90	(%)	

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	3.80	(%)

C-06-101-60000-HORROCKSSt-UNRUHAve-HORROCKSSt-UNRUHAve-2023-07-10-2-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

HORROCKS ST & UNRUH AVE, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

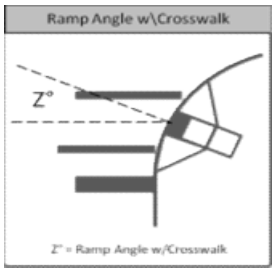
Insert Picture 3

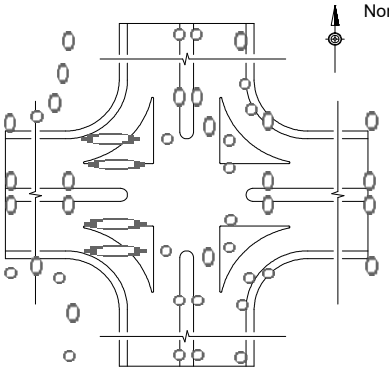
Insert Picture 6

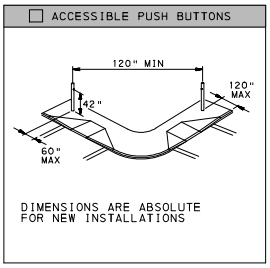
pennsylvania DEPARTMENT OF TRANSPORTATION

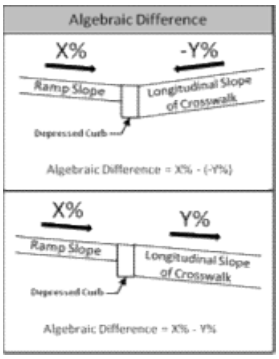
HORROCKS ST & UNRUH AVE, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.00	%	0.70	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		23	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		2	8	Installed prior to TPD & City Requirements		
*Ramp Location (Use Figure Below)			04			
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	UNRUH	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	UNRUH	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







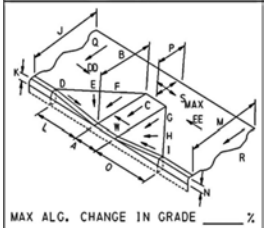


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-HORROCKSSt-UNRUHAve-HORROCKSSt-UNRUHAve-2023-07-10-4-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

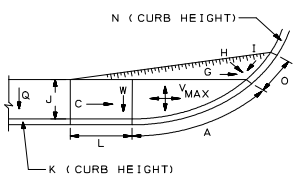
HORROCKS ST & UNRUH AVE, PennDOT
Location ID # 4

☐ TYPE 1



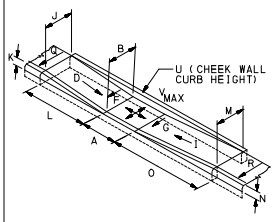
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



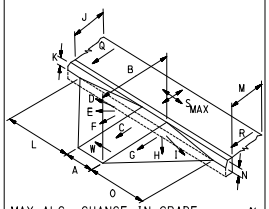
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



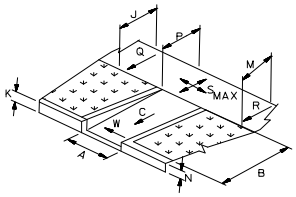
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



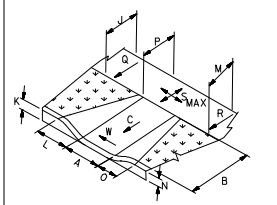
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



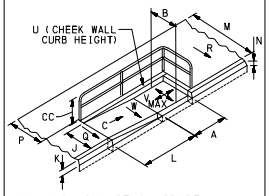
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



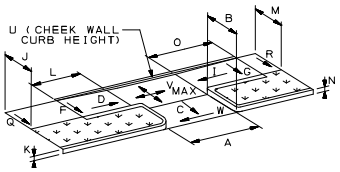
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



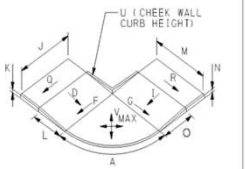
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



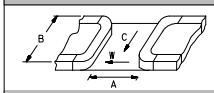
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

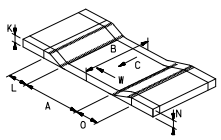
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	49	(IN)	
*	C	5.40	(%)	
*	D	1.70	(%)	
	E	3.90	(%)	
*	F	5.10	(%)	
*	G	5.50	(%)	
	H	8.70	(%)	
*	I	9.50	(%)	
*	J	88	(IN)	
	K	2	(IN)	
	L	30	(IN)	
*	M	86	(IN)	
	N	3	(IN)	
	O	34	(IN)	
*	P	56	(IN)	
*	Q	0.60	(%)	
*	R	1.00	(%)	
*	S	1.90	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.80	(%)	
*	EE	1.90	(%)	

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	5.00	(%)

C-06-101-60000-HORROCKSSt-UNRUHAve-HORROCKSSt-UNRUHAve-2023-07-10-4-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

HORROCKS ST & UNRUH AVE, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

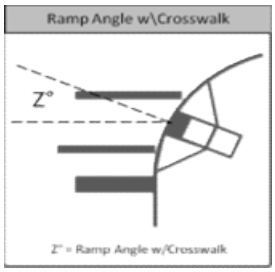
Insert Picture 3

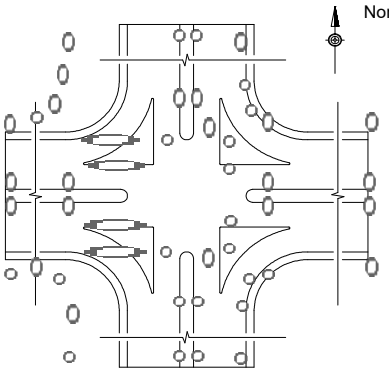
Insert Picture 6

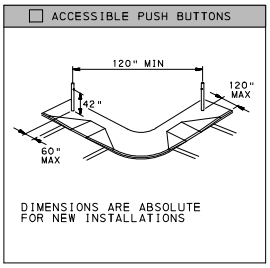
pennsylvania DEPARTMENT OF TRANSPORTATION

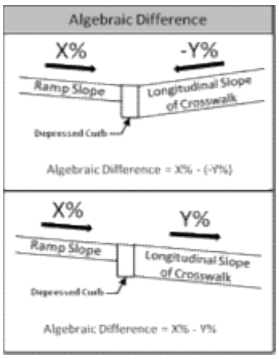
HORROCKS ST & UNRUH AVE, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.90	%	0.80	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		19	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	3	8			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				
*North Leg	HORROCKS	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	UNRUH	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	HORROCKS	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	UNRUH	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				







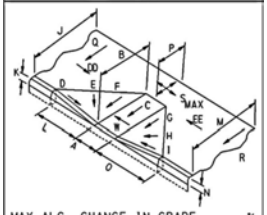


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-HORROCKSSt-UNRUHAve-HORROCKSSt-UNRUHAve-2023-07-10-7-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania DEPARTMENT OF TRANSPORTATION

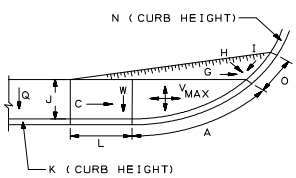
HORROCKS ST & UNRUH AVE, PennDOT
Location ID # 7

☐ TYPE 1



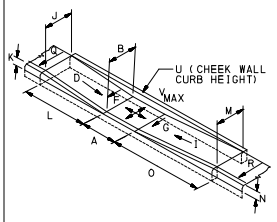
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



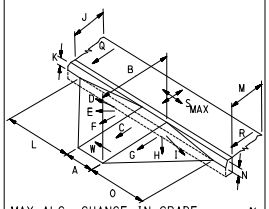
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



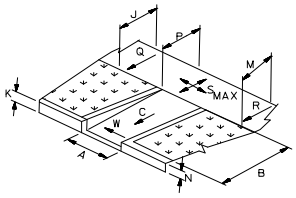
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



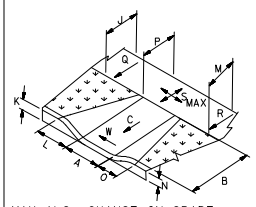
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



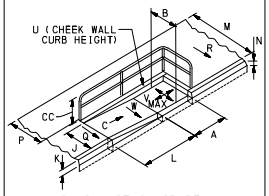
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



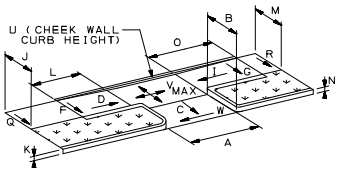
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



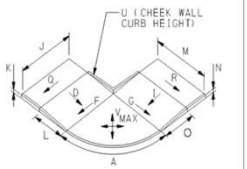
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



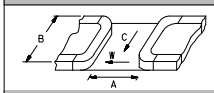
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

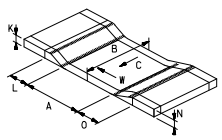
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	44	(IN)	
*	C	4.10	(%)	
*	D	5.00	(%)	
	E	5.40	(%)	
*	F	6.80	(%)	
*	G	6.20	(%)	
	H	6.60	(%)	
*	I	4.80	(%)	
*	J	95	(IN)	
	K	4	(IN)	
	L	45	(IN)	
*	M	57	(IN)	
	N	2	(IN)	
	O	34	(IN)	
*	P	48	(IN)	
*	Q	0.90	(%)	
*	R	0.20	(%)	
*	S	0.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.50	(%)	
*	EE	4.70	(%)	

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	3.40	(%)

C-06-101-60000-HORROCKSSt-UNRUHAve-HORROCKSSt-UNRUHAve-2023-07-10-7-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

HORROCKS ST & UNRUH AVE, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

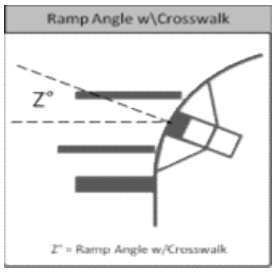
Insert Picture 3

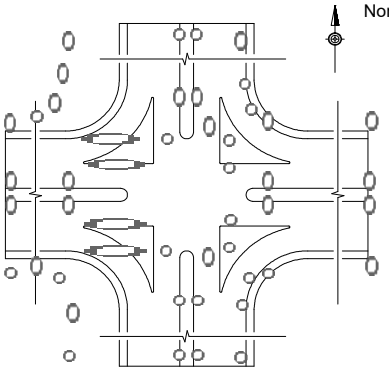
Insert Picture 6

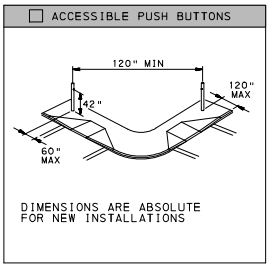
pennsylvania DEPARTMENT OF TRANSPORTATION

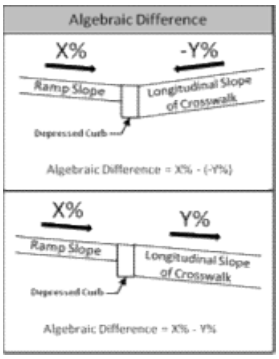
HORROCKS ST & UNRUH AVE, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.30	%	0.60	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		16	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	4	8			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				
*North Leg	HORROCKS	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	UNRUH	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	HORROCKS	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	UNRUH	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				







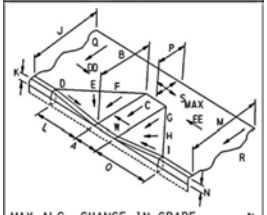


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-HORROCKSSt-UNRUHAve-HORROCKSSt-UNRUHAve-2023-07-10-9-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania DEPARTMENT OF TRANSPORTATION

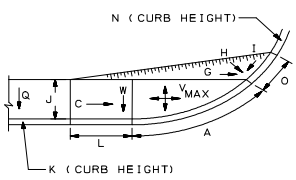
HORROCKS ST & UNRUH AVE, PennDOT
Location ID # 9

☐ TYPE 1



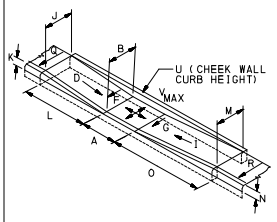
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



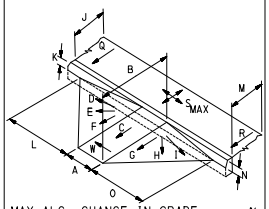
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



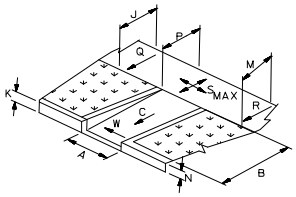
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



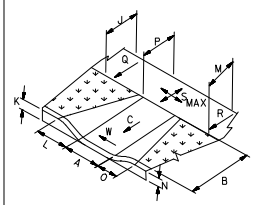
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



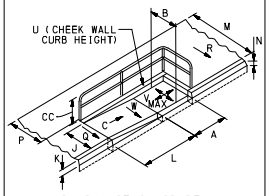
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



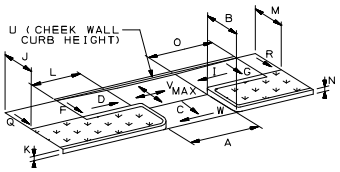
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



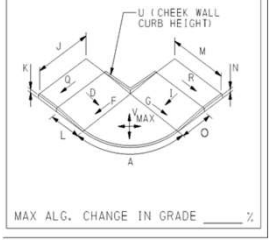
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



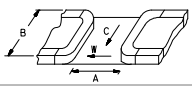
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

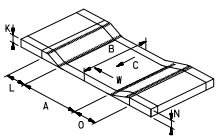
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	43	(IN)	
*	C	7.40	(%)	
*	D	5.40	(%)	
	E	5.30	(%)	
*	F	6.60	(%)	
*	G	5.40	(%)	
	H	8.40	(%)	
*	I	8.80	(%)	
*	J	95	(IN)	
	K	2	(IN)	
	L	35	(IN)	
*	M	57	(IN)	
	N	4	(IN)	
	O	37	(IN)	
*	P	48	(IN)	
*	Q	0.90	(%)	
*	R	0.20	(%)	
*	S	0.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.50	(%)	
*	EE	4.70	(%)	

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	5.00 (%)

C-06-101-60000-HORROCKSSt-UNRUHAve-HORROCKSSt-UNRUHAve-2023-07-10-9-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

HORROCKS ST & UNRUH AVE, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

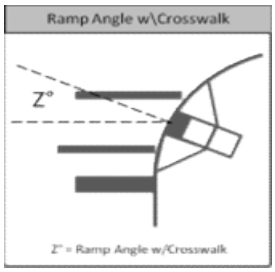
Insert Picture 3

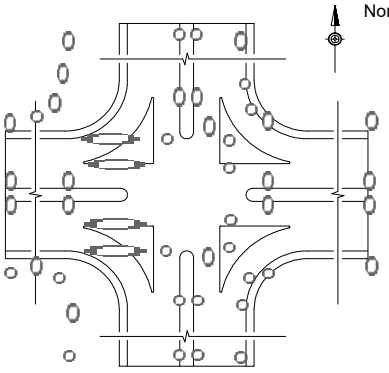
Insert Picture 6

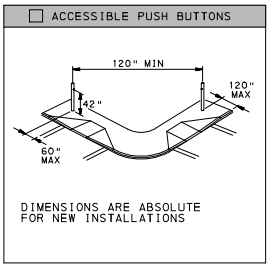
pennsylvania DEPARTMENT OF TRANSPORTATION

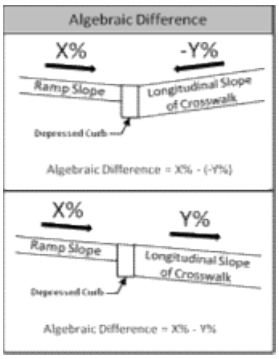
HORROCKS ST & UNRUH AVE, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		17	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	5	8				
*Ramp Location (Use Figure Below)	12					
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	UNRUH	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	UNRUH	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







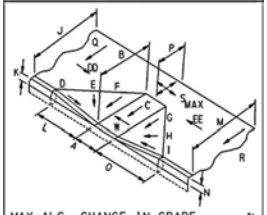


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-HORROCKSSt-UNRUHAve-HORROCKSSt-UNRUHAve-2023-07-10-12-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

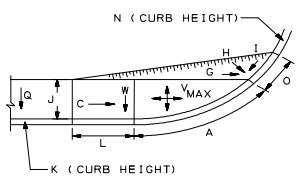
HORROCKS ST & UNRUH AVE, PennDOT
Location ID # 12

☐ TYPE 1



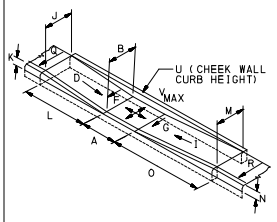
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



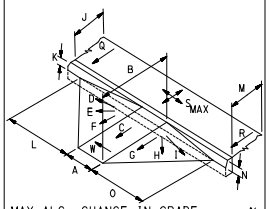
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



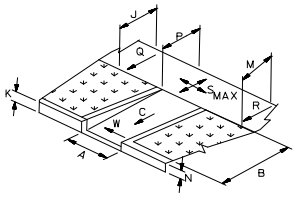
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



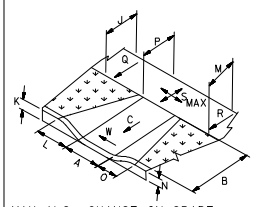
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



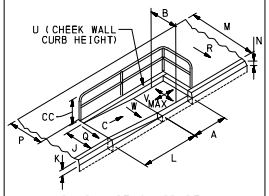
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



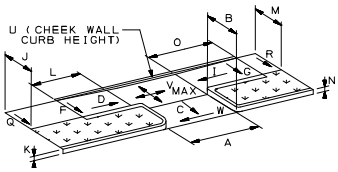
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



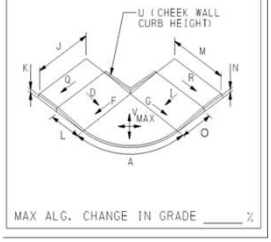
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



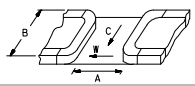
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

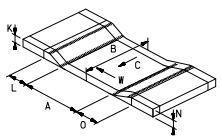
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	41	(IN)	
*	C	5.10	(%)	
*	D	9.90	(%)	
	E	9.90	(%)	
*	F	5.40	(%)	
*	G	4.00	(%)	
	H	4.90	(%)	
*	I	4.70	(%)	
*	J	59	(IN)	
	K	4	(IN)	
	L	36	(IN)	
*	M	62	(IN)	
	N	2	(IN)	
	O	28	(IN)	
*	P	48	(IN)	
*	Q	3.60	(%)	
*	R	0.30	(%)	
*	S	0.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.90	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.30	(%)	
*	EE	0.40	(%)	

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	2.60 (%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

HORROCKS ST & UNRUH AVE, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

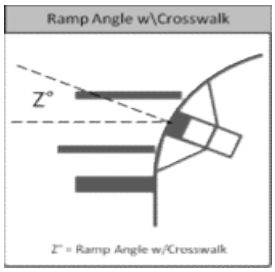
Insert Picture 3

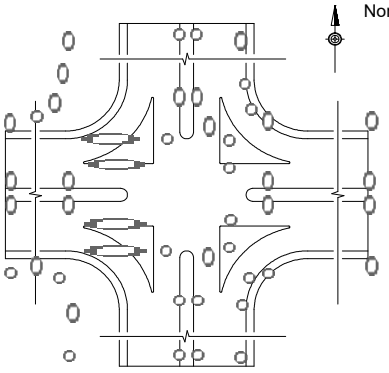
Insert Picture 6

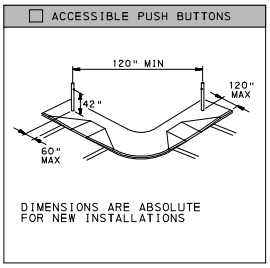
pennsylvania DEPARTMENT OF TRANSPORTATION

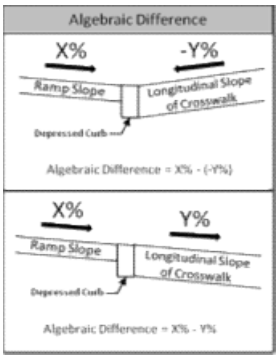
HORROCKS ST & UNRUH AVE, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.40	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		19	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	6	8			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg	HORROCKS	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	UNRUH	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	HORROCKS	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	HORROCKS	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				







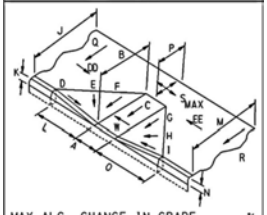


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-HORROCKSSt-UNRUHAve-HORROCKSSt-HORROCKSAve-2023-07-10-14-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania DEPARTMENT OF TRANSPORTATION

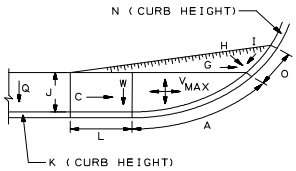
HORROCKS ST & UNRUH AVE, PennDOT
Location ID # 14

☐ TYPE 1



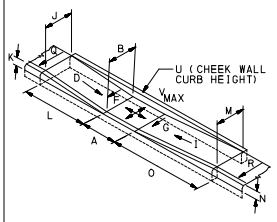
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



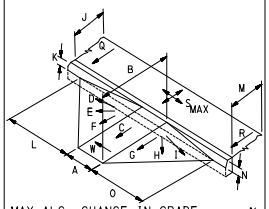
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



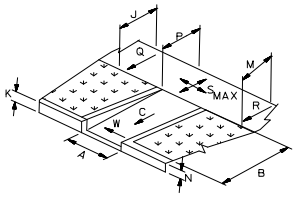
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



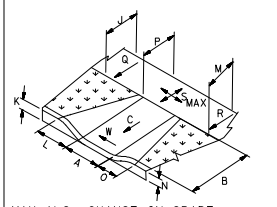
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



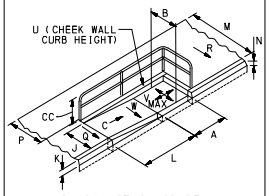
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



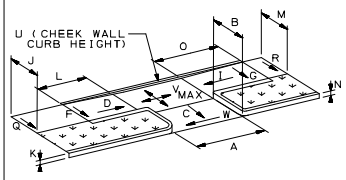
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



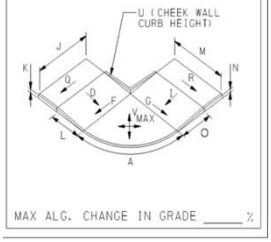
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



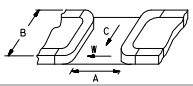
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

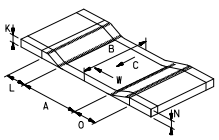
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	37	(IN)	
*	C	5.90	(%)	
*	D	9.30	(%)	
	E	8.50	(%)	
*	F	7.40	(%)	
*	G	6.60	(%)	
	H	5.60	(%)	
*	I	5.20	(%)	
*	J	59	(IN)	
	K	2	(IN)	
	L	29	(IN)	
*	M	62	(IN)	
	N	3	(IN)	
	O	28	(IN)	
*	P	48	(IN)	
*	Q	3.60	(%)	
*	R	0.30	(%)	
*	S	0.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.30	(%)	
*	EE	0.40	(%)	

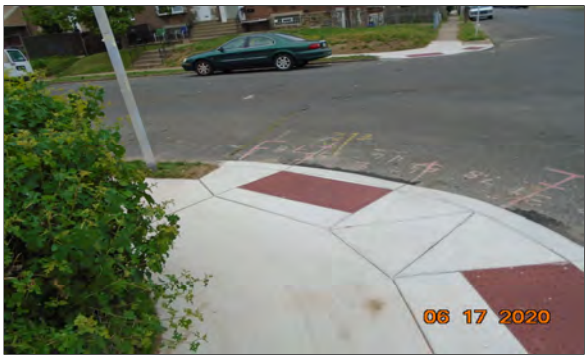
DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	2.90 (%)

C-06-101-60000-HORROCKSSt-UNRUHAve-HORROCKSSt-HORROCKSAve-2023-07-10-14-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

HORROCKS ST & UNRUH AVE, PennDOT Location ID # 14

Insert Picture 1



Insert Picture 4

Insert Picture 2

Insert Picture 5

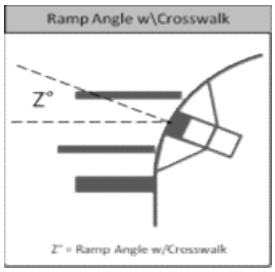
Insert Picture 3

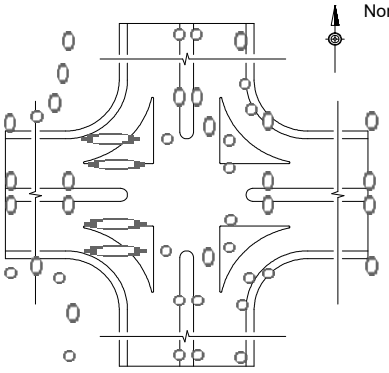
Insert Picture 6

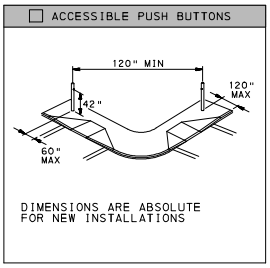
pennsylvania DEPARTMENT OF TRANSPORTATION

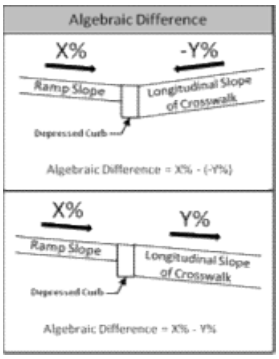
HORROCKS ST & UNRUH AVE, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	7.50	%	1.40	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		20	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	7	8			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 1				
*North Leg	HORROCKS	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	UNRUH	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	HORROCKS	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	UNRUH	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				







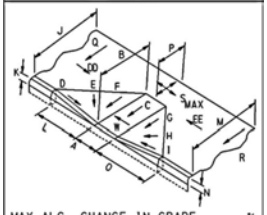


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-HORROCKSSt-UNRUHAve-HORROCKSSt-UNRUHAve-2023-07-10-17-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania DEPARTMENT OF TRANSPORTATION

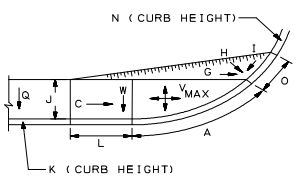
HORROCKS ST & UNRUH AVE, PennDOT
Location ID # 17

☐ TYPE 1



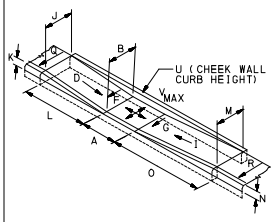
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



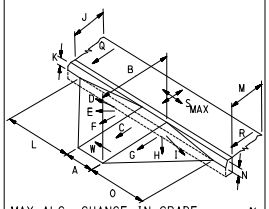
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



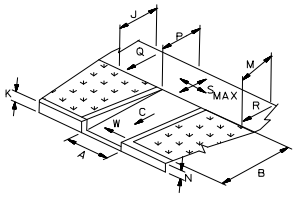
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



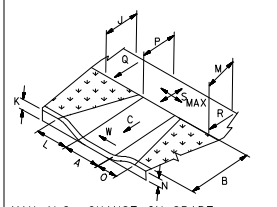
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



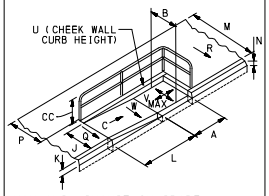
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



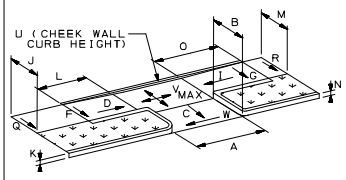
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



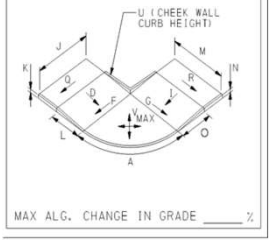
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



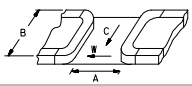
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

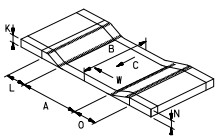
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	40	(IN)	
*	C	6.60	(%)	
*	D	7.50	(%)	
	E	7.60	(%)	
*	F	7.10	(%)	
*	G	6.80	(%)	
	H	7.10	(%)	
*	I	6.90	(%)	
*	J	60	(IN)	
	K	3	(IN)	
	L	41	(IN)	
*	M	54	(IN)	
	N	2	(IN)	
	O	28	(IN)	
*	P	62	(IN)	
*	Q	0.70	(%)	
*	R	1.30	(%)	
*	S	1.10	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.70	(%)	
*	EE	2.80	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)	7.00	(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

HORROCKS ST & UNRUH AVE, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

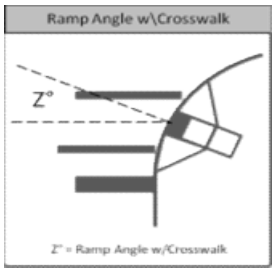
Insert Picture 3

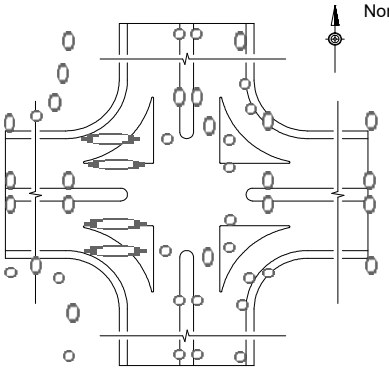
Insert Picture 6

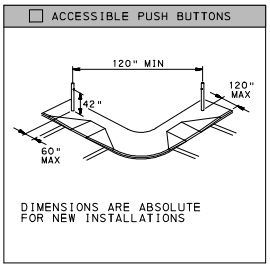
pennsylvania DEPARTMENT OF TRANSPORTATION

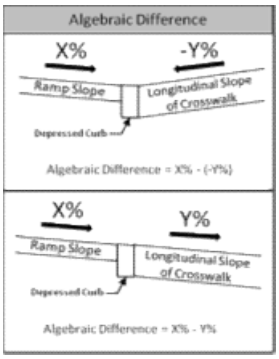
HORROCKS ST & UNRUH AVE, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.70	%	1.20	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		16	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	8	8				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	UNRUH	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	UNRUH	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







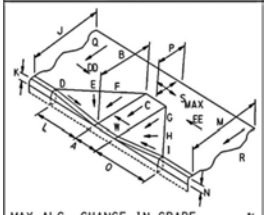


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-HORROCKSSt-UNRUHAve-HORROCKSSt-UNRUHAve-2023-07-10-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

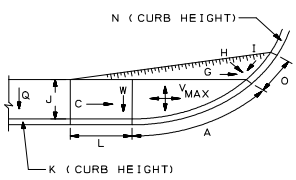
HORROCKS ST & UNRUH AVE, PennDOT
Location ID # 19

☐ TYPE 1



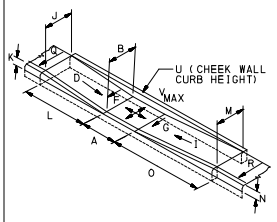
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



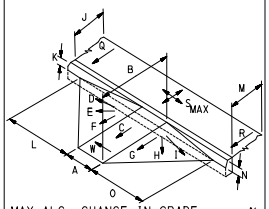
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



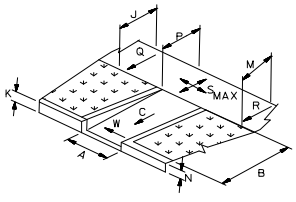
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



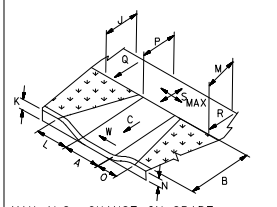
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



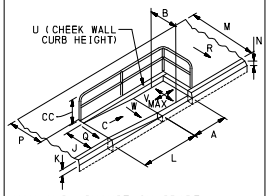
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



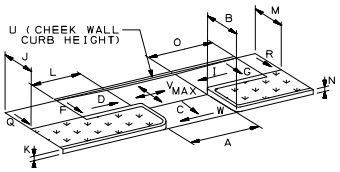
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



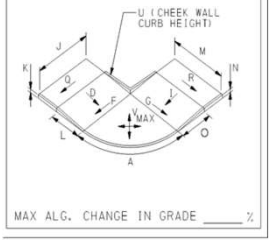
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



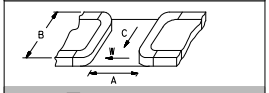
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

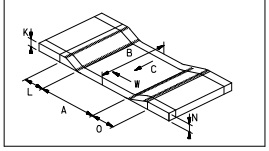
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	40	(IN)	
*	C	5.00	(%)	
*	D	3.50	(%)	
	E	5.80	(%)	
*	F	5.30	(%)	
*	G	5.80	(%)	
	H	7.70	(%)	
*	I	7.60	(%)	
*	J	60	(IN)	
	K	2	(IN)	
	L	30	(IN)	
*	M	54	(IN)	
	N	2	(IN)	
	O	27	(IN)	
*	P	62	(IN)	
*	Q	0.70	(%)	
*	R	1.30	(%)	
*	S	1.10	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.70	(%)	
*	EE	2.80	(%)	

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	4.70	(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

HORROCKS ST & UNRUH AVE, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

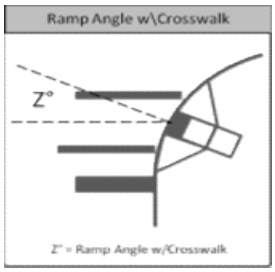
Insert Picture 3

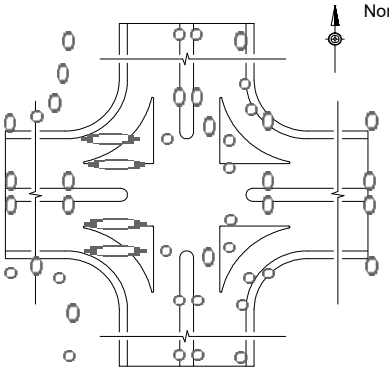
Insert Picture 6

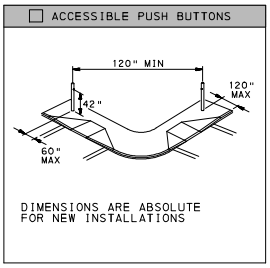
pennsylvania DEPARTMENT OF TRANSPORTATION

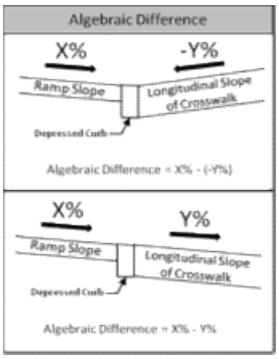
KERPER ST & PENNWAY ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Flemming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.20	%	1.10	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		15	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	1	2			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				
*North Leg	PENNWAY	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	KERPER	(segment)	(offset)		
*East Leg Desc.					
*South Leg	PENNWAY	(segment)	(offset)		
*South Leg Desc.					
*West Leg	KERPER	(segment)	(offset)		
*West Leg Desc.					
Ramp Coordinates	Latitude				
	Longitude				







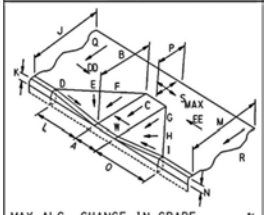


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-PENNWAYSt-KERPER-PENNWAY-KERPER-2023-07-10-2-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

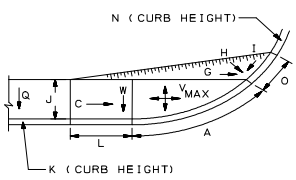
KERPER ST & PENNWAY ST, PennDOT Location ID # 2

☐ TYPE 1



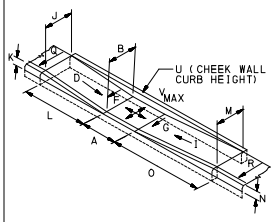
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



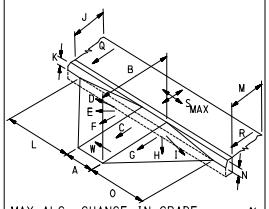
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



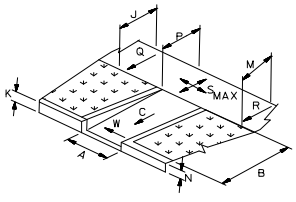
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



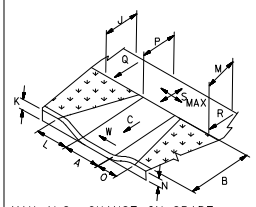
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



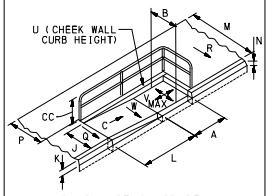
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



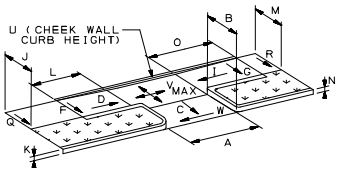
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



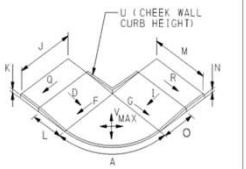
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



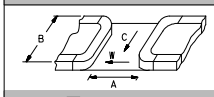
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

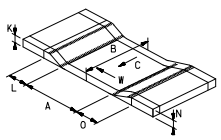
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	48	(IN)	
*	C	7.00	(%)	
*	D	0.10	(%)	
	E	2.00	(%)	
*	F	6.00	(%)	
*	G	6.30	(%)	
	H	5.60	(%)	
*	I	4.00	(%)	
*	J	64	(IN)	
	K	4	(IN)	
	L	46	(IN)	
*	M	52	(IN)	
	N	2	(IN)	
	O	31	(IN)	
*	P	54	(IN)	
*	Q	1.40	(%)	
*	R	1.20	(%)	
*	S	1.60	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.80	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.70	(%)	
*	EE	3.70	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

KERPER ST & PENNWAY ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

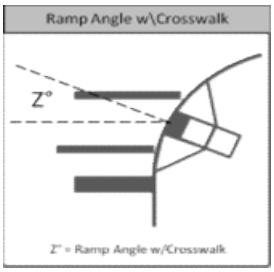
Insert Picture 3

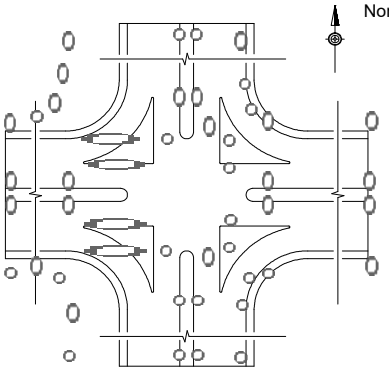
Insert Picture 6

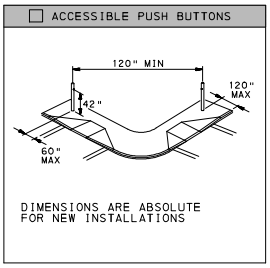
pennsylvania DEPARTMENT OF TRANSPORTATION

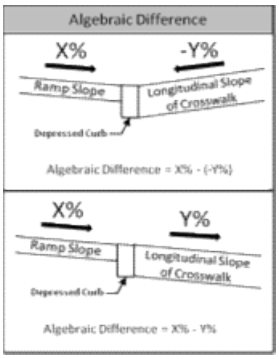
KERPER ST & PENNWAY ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.00	%	1.30	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		12	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	PENNWAY	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KERPER	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	PENNWAY	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KERPER	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







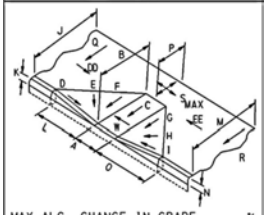


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-PENNWAYSt-KERPERSt-PENNWAYSt-KERPERSt-2023-07-10-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

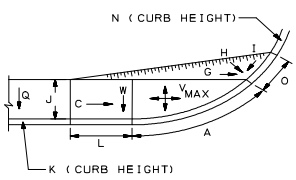
KERPER ST & PENNWAY ST, PennDOT Location
ID # 19

☐ TYPE 1



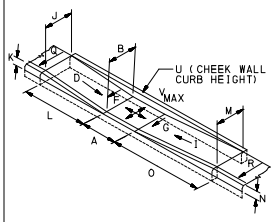
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



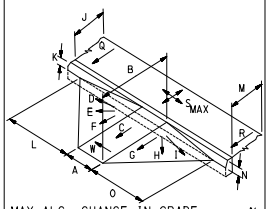
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



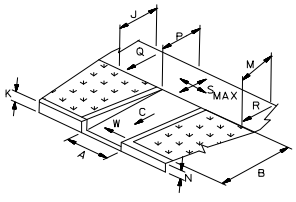
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



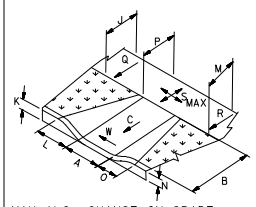
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



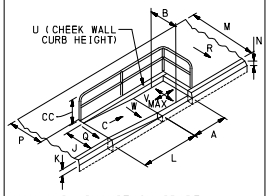
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



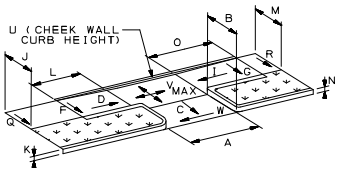
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



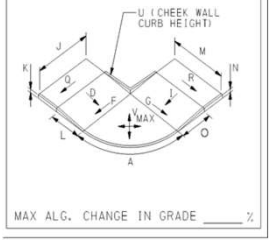
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



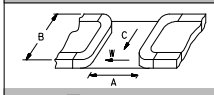
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

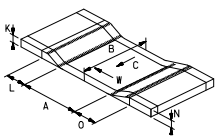
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	50	(IN)
*	C	7.70	(%)
*	D	5.70	(%)
	E	5.90	(%)
*	F	5.90	(%)
*	G	5.30	(%)
	H	1.90	(%)
*	I	1.70	(%)
*	J	60	(IN)
	K	2	(IN)
	L	30	(IN)
*	M	60	(IN)
	N	4	(IN)
	O	35	(IN)
*	P	55	(IN)
*	Q	1.40	(%)
*	R	0.80	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.80	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.00	(%)
*	EE	1.50	(%)

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments

pennsylvania
DEPARTMENT OF TRANSPORTATION

KERPER ST & PENNWAY ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

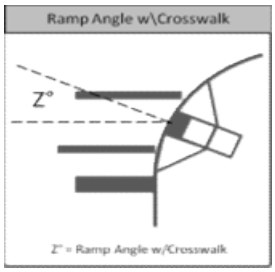
Insert Picture 3

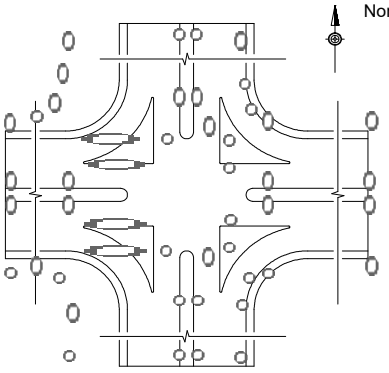
Insert Picture 6

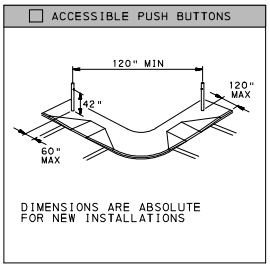
pennsylvania DEPARTMENT OF TRANSPORTATION

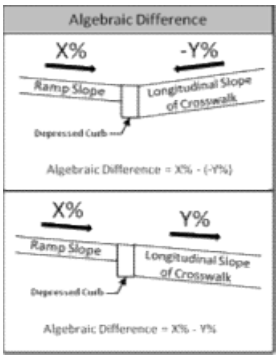
KERPER ST & WHITAKER AVE, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.00	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		6	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	1.6			
Intersection Ramp # of #		1	2			
*Ramp Location (Use Figure Below)			09			
*Curb Ramp Type	Type 1					
*North Leg	WHITAKER	(segment)	(offset)			
*North Leg Desc.	Ave					
*East Leg	KERPER	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	WHITAKER	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	KERPER	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







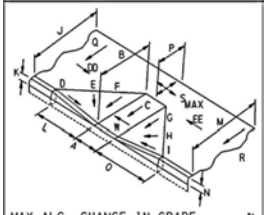


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-WHITAKERAve-KERPERSt-WHITAKERAve-KERPERSt-2023-07-10-9-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

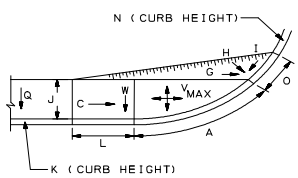
KERPER ST & WHITAKER AVE, PennDOT
Location ID # 9

☐ TYPE 1



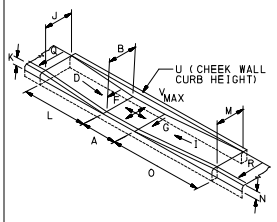
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



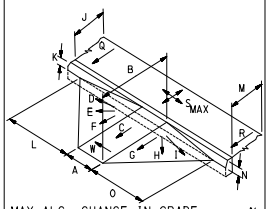
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



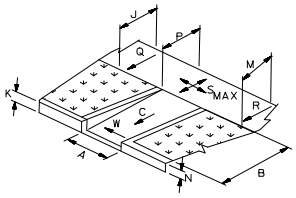
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



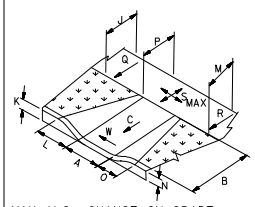
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



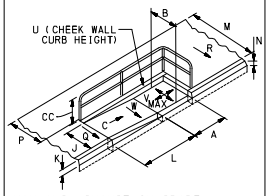
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



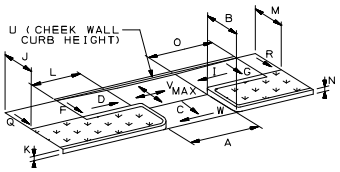
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



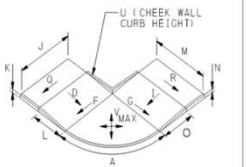
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



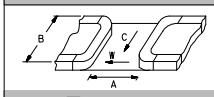
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

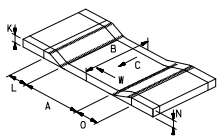
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	43	(IN)	
*	C	6.10	(%)	
*	D	4.80	(%)	
	E	5.70	(%)	
*	F	6.30	(%)	
*	G	4.20	(%)	
	H	7.10	(%)	
*	I	5.40	(%)	
*	J	60	(IN)	
	K	2	(IN)	
	L	36	(IN)	
*	M	60	(IN)	
	N	5	(IN)	
	O	68	(IN)	
*	P	49	(IN)	
*	Q	1.30	(%)	
*	R	0.60	(%)	
*	S	1.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.00	(%)	
*	EE	6.40	(%)	

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	5.00	(%)

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DEPARTMENT OF TRANSPORTATION

KERPER ST & WHITAKER AVE, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

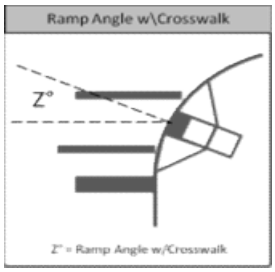
Insert Picture 3

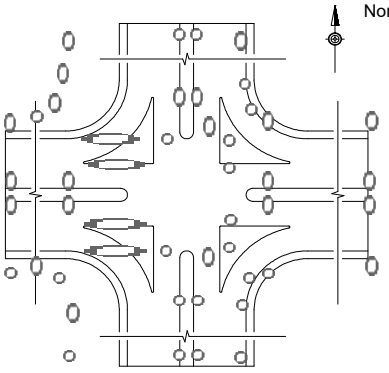
Insert Picture 6

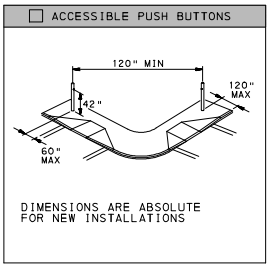
pennsylvania DEPARTMENT OF TRANSPORTATION

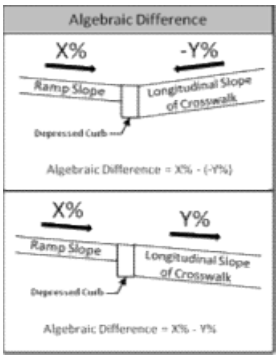
KERPER ST & WHITAKER AVE, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.00	%	2.40	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		8	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	1.5			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		12				
*Curb Ramp Type	Type 1					
*North Leg	WHITAKER	(segment)	(offset)			
*North Leg Desc.	Ave					
*East Leg	KERPER	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	WHITAKER	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	KERPER	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-WHITAKERAve-KERPERSt-WHITAKERAve-KERPERSt-2023-07-10-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)		

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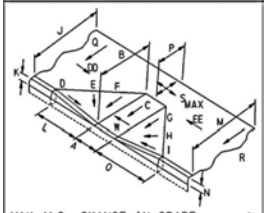
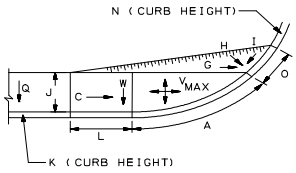
KERPER ST & WHITAKER AVE, PennDOT
Location ID # 12

☐ TYPE 1



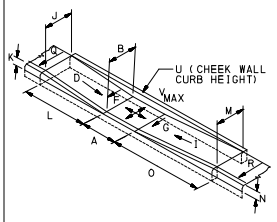
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



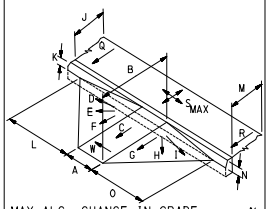
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



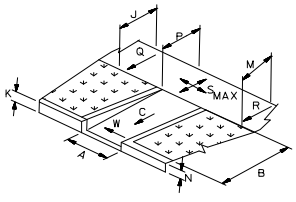
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



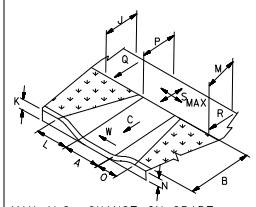
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



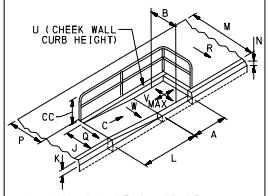
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



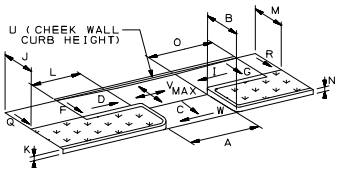
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



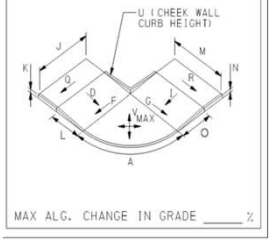
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



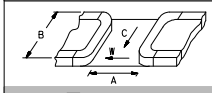
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

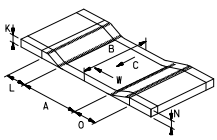
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	42	(IN)	
*	C	6.10	(%)	
*	D	5.10	(%)	
	E	6.10	(%)	
*	F	3.50	(%)	
*	G	4.80	(%)	
	H	1.50	(%)	
*	I	0.10	(%)	
*	J	60	(IN)	
	K	3	(IN)	
	L	65	(IN)	
*	M	60	(IN)	
	N	2	(IN)	
	O	37	(IN)	
*	P	48	(IN)	
*	Q	0.40	(%)	
*	R	1.50	(%)	
*	S	1.10	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	5.30	(%)	
*	EE	2.90	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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KERPER ST & WHITAKER AVE, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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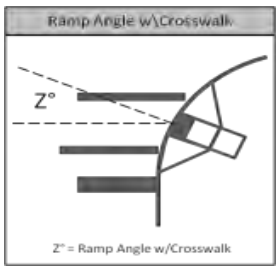
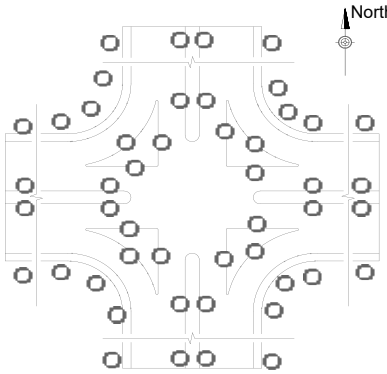
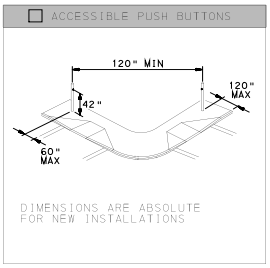
DEPARTMENT OF TRANSPORTATION

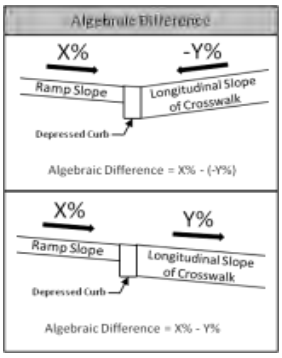
AKRON ST & KNORR ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming J.J.Anderson				
Designer 2	Randy Kravitz Traffic, Planning, and Design				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Both				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	0.40	%	0.60	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		27	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	1	1	comments not recorded		
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 1				
*North Leg		(segment)	(offset)		
*North Leg Desc.					
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	AKRON	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





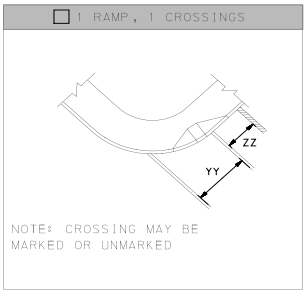


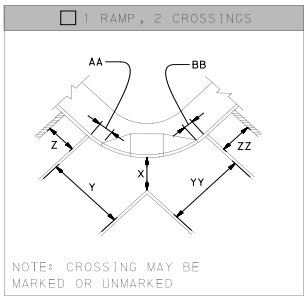


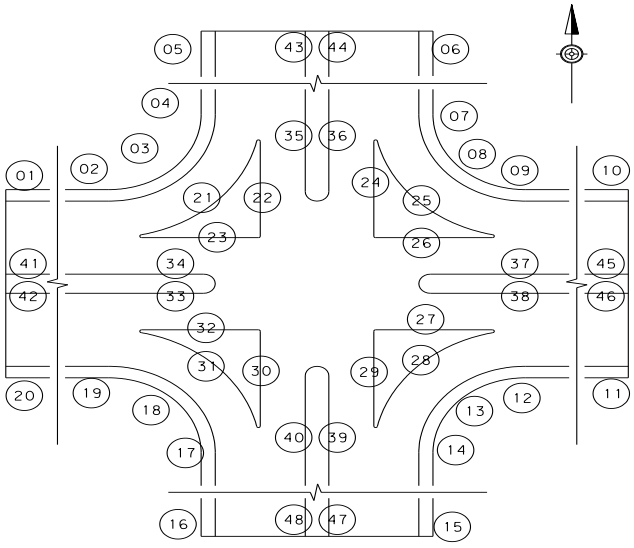
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-KNORRSt-AKRONSt-KNORRSt-2023-07-10-17-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







AKRON ST & KNORR ST, PennDOT Location ID # 17

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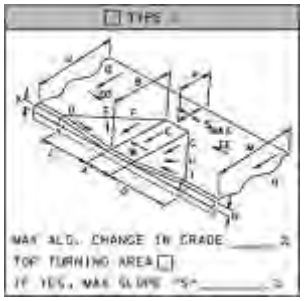
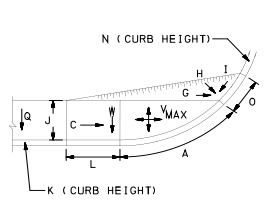
☐ TYPE 1



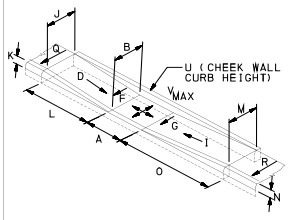
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



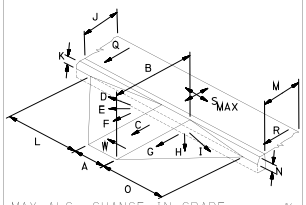
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



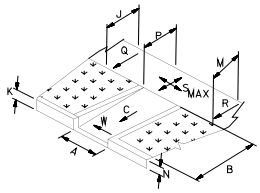
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



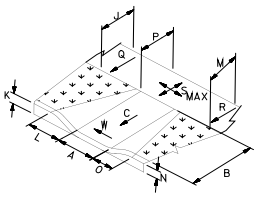
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



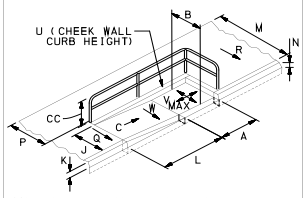
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



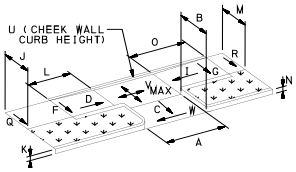
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



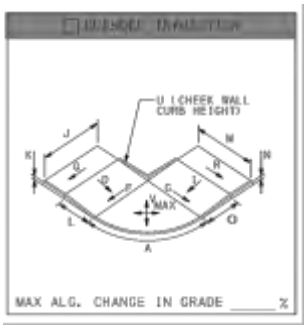
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



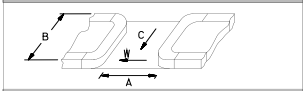
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

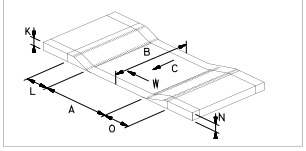
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	44	(IN)	
*	C	7.90	(%)	
*	D	6.40	(%)	
	E	7.80	(%)	
*	F	7.30	(%)	
*	G	8.30	(%)	
	H	5.80	(%)	
*	I	0.40	(%)	
*	J	60	(IN)	
	K	4	(IN)	
	L	46	(IN)	
*	M	60	(IN)	
	N	4	(IN)	
	O	44	(IN)	
*	P	56	(IN)	
*	Q	1.00	(%)	
*	R	0.80	(%)	
*	S	0.20	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.70	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.50	(%)	
*	EE	0.30	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)	7.70	(%)

C-06-101-60000-KNORRSt-AKRONSt-KNORRSt-2023-07-10-17-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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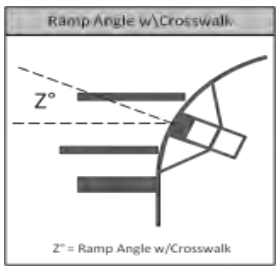
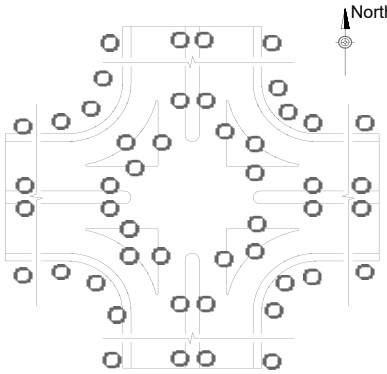
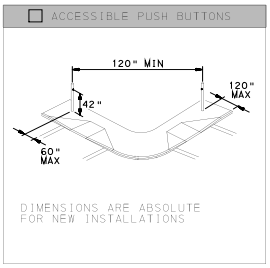
DEPARTMENT OF TRANSPORTATION

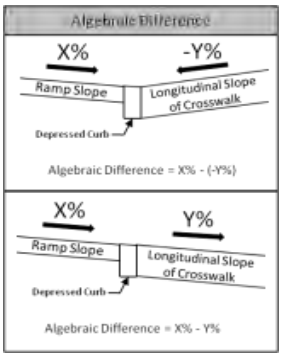
BATTERSBY ST & KNORR ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.50	%	1.90	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		20	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		1	8			
*Ramp Location (Use Figure Below)			02			
*Curb Ramp Type	Type 1					
*North Leg	BATTERSBY	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	BATTERSBY	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





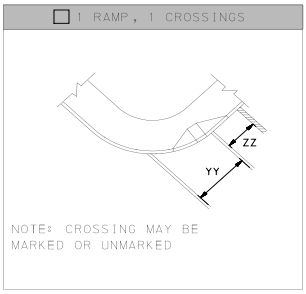


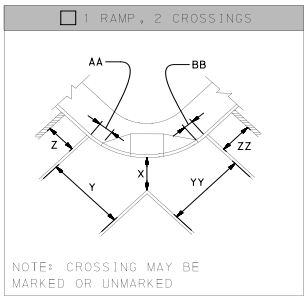


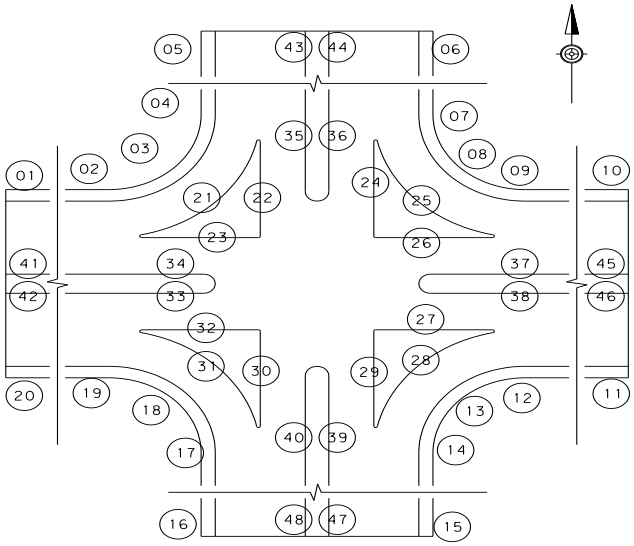
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-BATTERSBYSt-KNORRSt-BATTERSBYSt-KNORRSt-2023-07-10-2-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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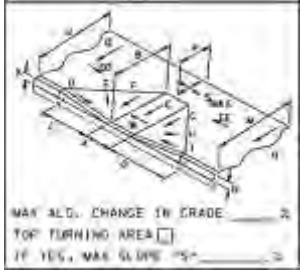
DEPARTMENT OF TRANSPORTATION

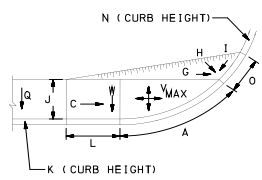
BATTERSBY ST & KNORR ST, PennDOT Location ID # 2

☐ TYPE 1



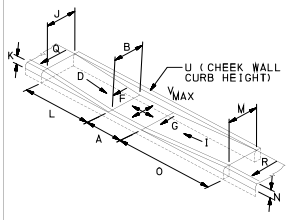
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



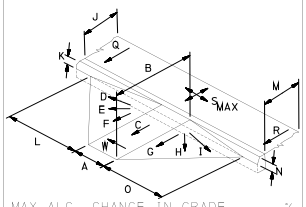
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



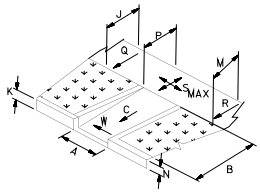
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



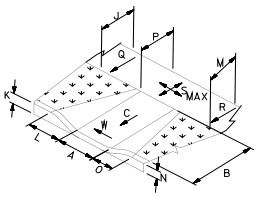
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



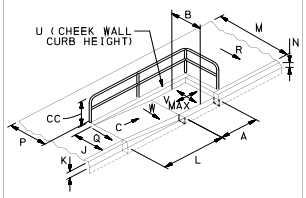
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



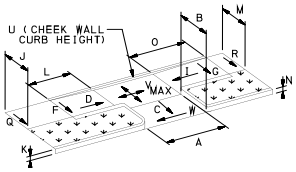
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



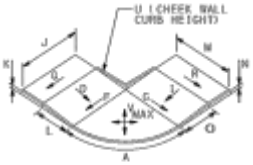
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



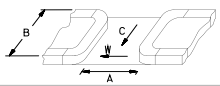
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

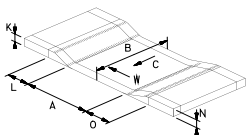
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	49	(IN)
*	C	6.20	(%)
*	D	2.30	(%)
	E	5.20	(%)
*	F	6.70	(%)
*	G	6.70	(%)
	H	7.50	(%)
*	I	5.70	(%)
*	J	60	(IN)
	K	2	(IN)
	L	39	(IN)
*	M	60	(IN)
	N	2	(IN)
	O	28	(IN)
*	P	54	(IN)
*	Q	1.40	(%)
*	R	0.40	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	100	(IN)
*	Z		(IN)
*	ZZ	999	(IN) not applicable
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.00	(%)
*	EE	4.20	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments ▲

C-06-101-60000-BATTERSBYSt-KNORRSt-BATTERSBYSt-KNORRSt-2023-07-10-2-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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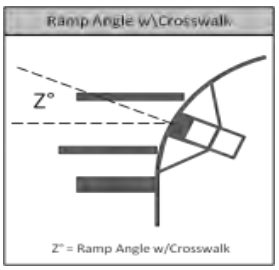
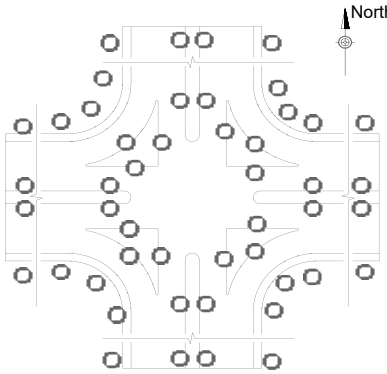
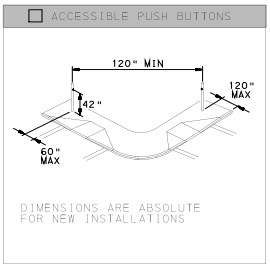
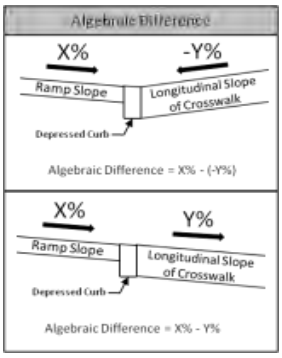
BATTERSBY ST & KNORR ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.80	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		19	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		2	8			
*Ramp Location (Use Figure Below)			04			
*Curb Ramp Type	Type 1					
*North Leg	BATTERSBY	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	BATTERSBY	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





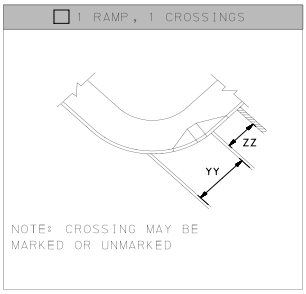


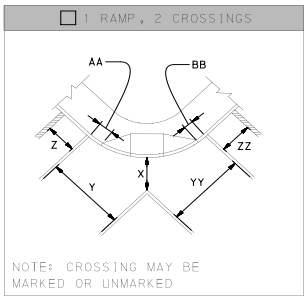


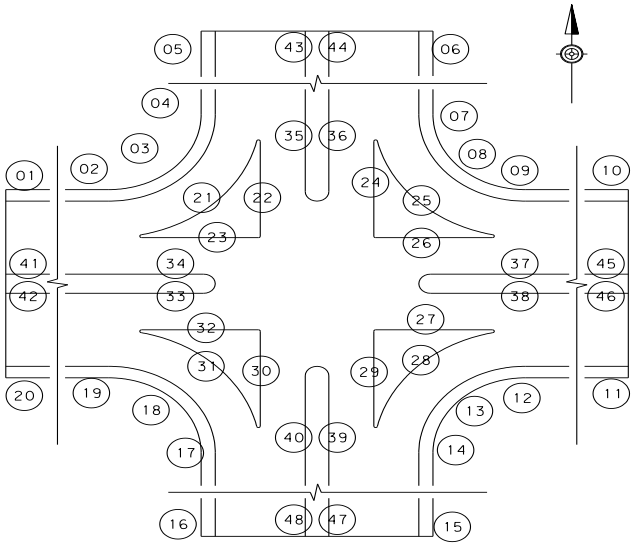
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-BATTERSBYSt-KNORRSt-BATTERSBYSt-KNORRSt-2023-07-10-4-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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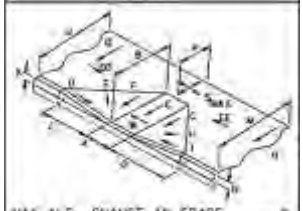
DEPARTMENT OF TRANSPORTATION

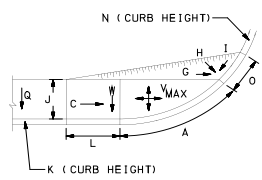
BATTERSBY ST & KNORR ST, PennDOT Location ID # 4

☐ TYPE 1



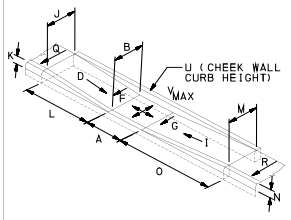
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



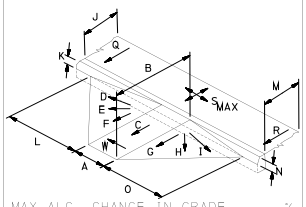
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



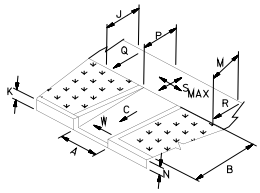
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



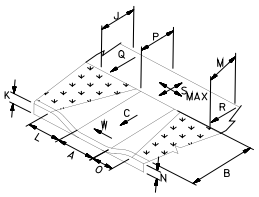
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



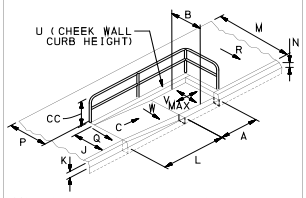
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



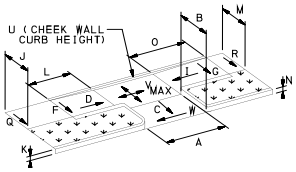
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



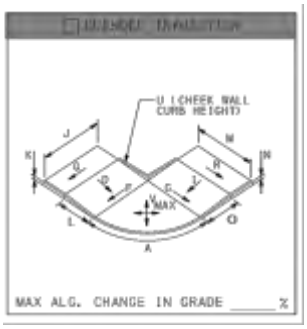
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



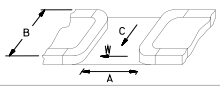
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

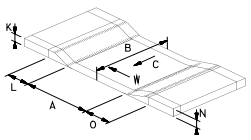
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	52	(IN)	
*	C	3.50	(%)	
*	D	1.10	(%)	
	E	2.30	(%)	
*	F	3.40	(%)	
*	G	3.30	(%)	
	H	999	(%)	Cannot be calculated
*	I	8.50	(%)	
*	J	60	(IN)	
	K	2	(IN)	
	L	23	(IN)	
*	M	60	(IN)	
	N	2	(IN)	
	O	34	(IN)	
*	P	55	(IN)	
*	Q	0.10	(%)	
*	R	0.30	(%)	
*	S	1.90	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	48	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.00	(%)	
*	EE	4.20	(%)	

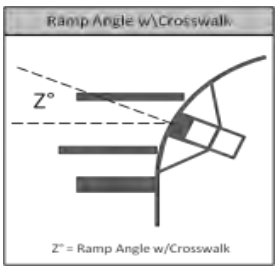
	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

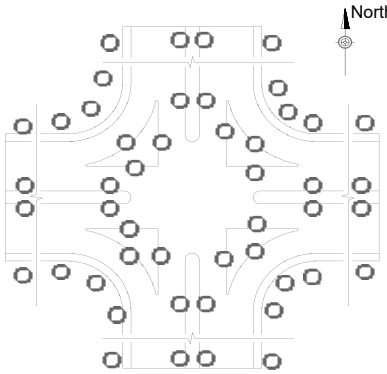
▲ **NOTE: If additional space for typed comments is required, please use**

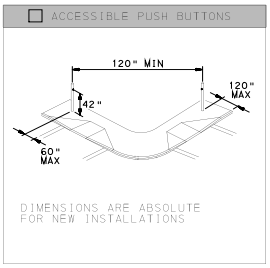
pennsylvania
DEPARTMENT OF TRANSPORTATION

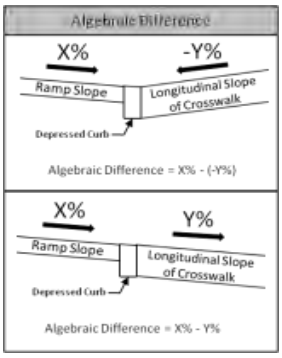
BATTERSBY ST & KNORR ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.20	%	1.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		18	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	3	8				
*Ramp Location (Use Figure Below)		07				
*Curb Ramp Type	Type 1					
*North Leg	BATTERSBY	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	BATTERSBY	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





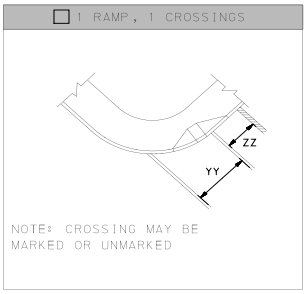


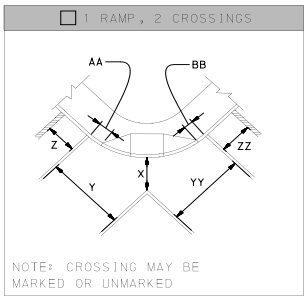


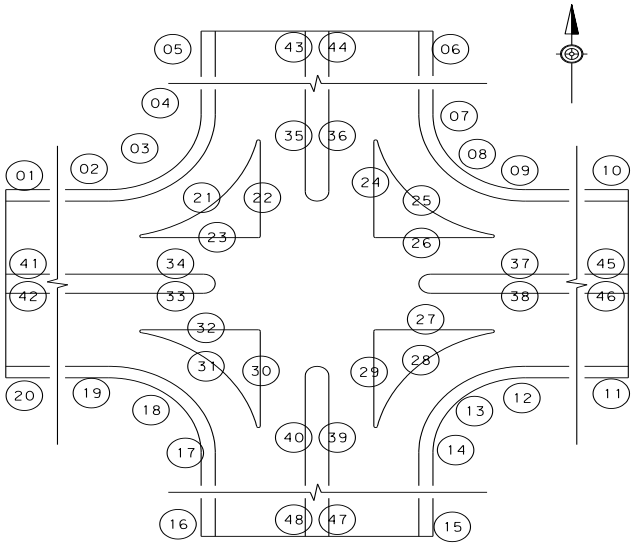
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-BATTERSBYSt-KNORRSt-BATTERSBYSt-KNORRSt-2023-07-10-7-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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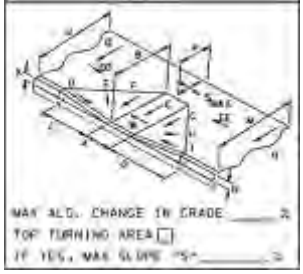
DEPARTMENT OF TRANSPORTATION

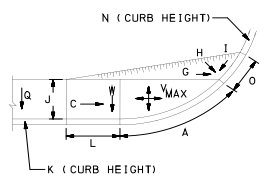
BATTERSBY ST & KNORR ST, PennDOT Location ID # 7

☐ TYPE 1



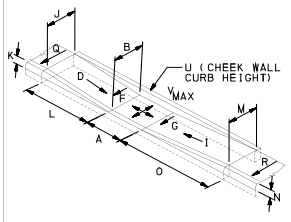
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



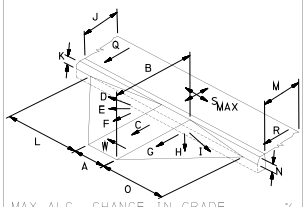
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



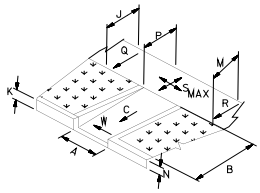
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



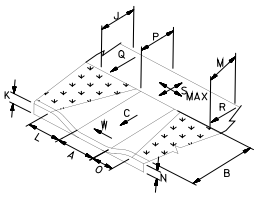
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



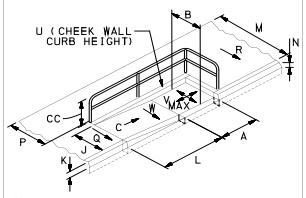
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



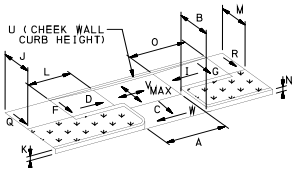
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



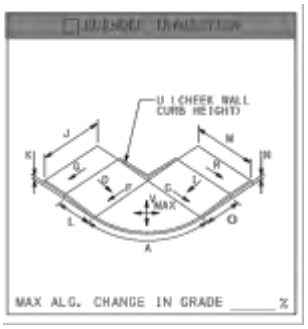
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DRIVE IN/OUT



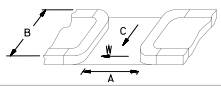
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

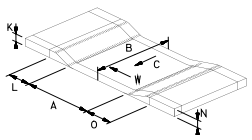
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	34	(IN)
*	C	6.70	(%)
*	D	3.20	(%)
	E	5.70	(%)
*	F	7.10	(%)
*	G	6.00	(%)
	H	7.50	(%)
*	I	7.90	(%)
*	J	60	(IN)
	K	2	(IN)
	L	3	(IN)
*	M	60	(IN)
	N	2	(IN)
	O	28	(IN)
*	P	57	(IN)
*	Q	1.60	(%)
*	R	1.60	(%)
*	S	1.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.50	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.20	(%)
*	EE	2.20	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments ▲

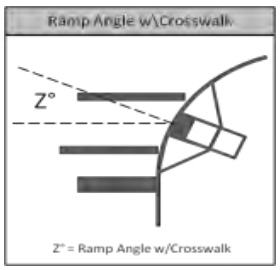
C-06-101-60000-BATTERSBYSt-KNORRSt-BATTERSBYSt-KNORRSt-2023-07-10-7-Type1

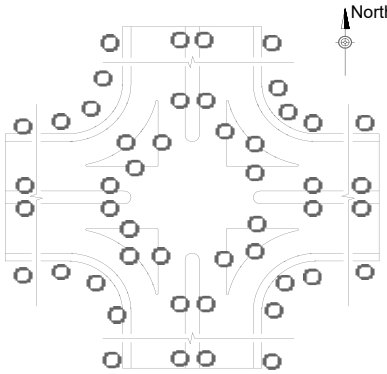
▲ **NOTE: If additional space for typed comments is required, please use**

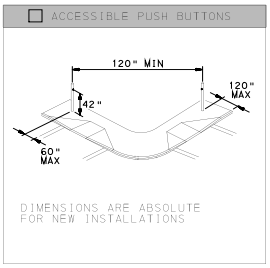
pennsylvania
DEPARTMENT OF TRANSPORTATION

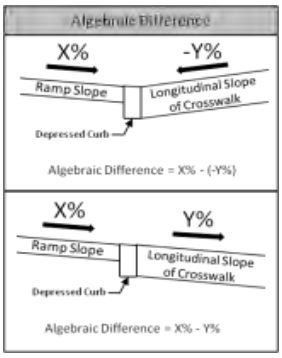
BATTERSBY ST & KNORR ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.90	%	0.60	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		18	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.0			
Intersection Ramp # of #	4	8				
*Ramp Location (Use Figure Below)		09				
*Curb Ramp Type	Type 1					
*North Leg	BATTERSBY	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	BATTERSBY	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





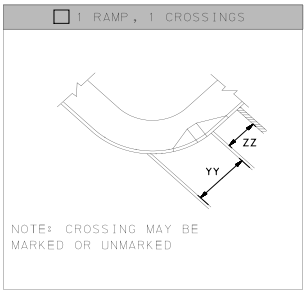


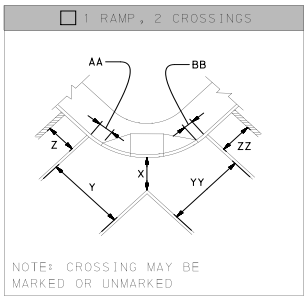


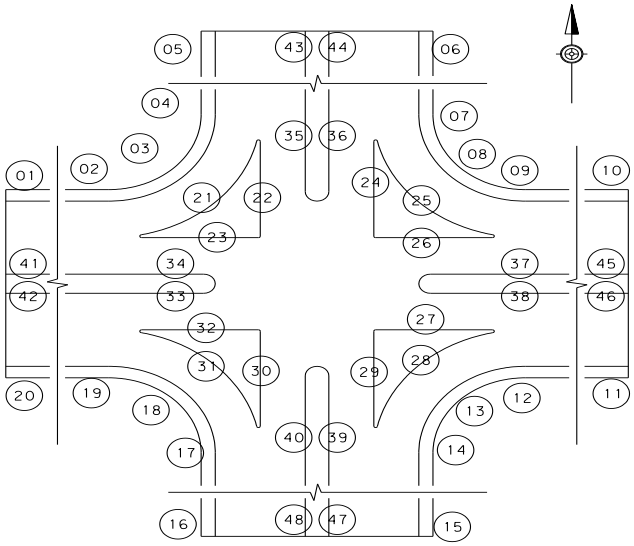
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-BATTERSBYSt-KNORRSt-BATTERSBYSt-KNORRSt-2023-07-10-9-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



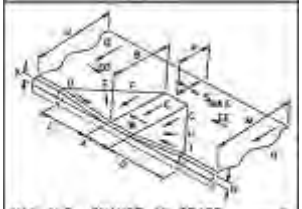




pennsylvania
DEPARTMENT OF TRANSPORTATION

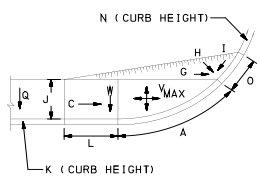
BATTERSBY ST & KNORR ST, PennDOT Location ID # 9

☐ TYPE 1



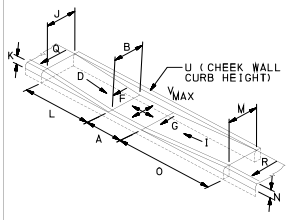
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



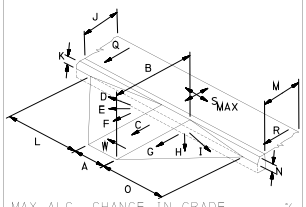
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



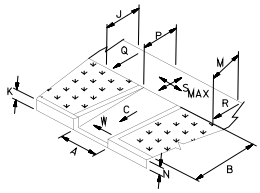
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



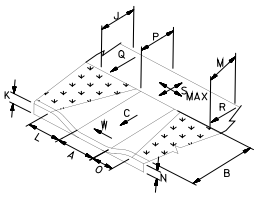
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



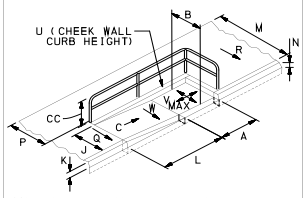
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



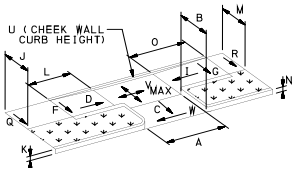
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



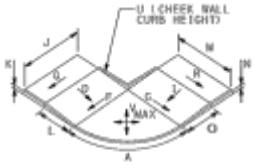
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



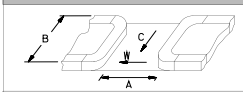
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

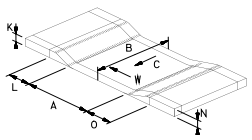
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	43	(IN)
*	C	6.00	(%)
*	D	7.90	(%)
	E	8.20	(%)
*	F	7.50	(%)
*	G	7.40	(%)
	H	7.20	(%)
*	I	3.80	(%)
*	J	60	(IN)
	K	2	(IN)
	L	36	(IN)
*	M	60	(IN)
	N	2	(IN)
	O	26	(IN)
*	P	64	(IN)
*	Q	0.30	(%)
*	R	0.90	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.20	(%)
*	EE	2.20	(%)

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	5.00 (%)

Comments ▲

▲ **NOTE:** If additional space for typed comments is required, please use

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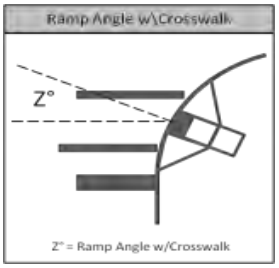
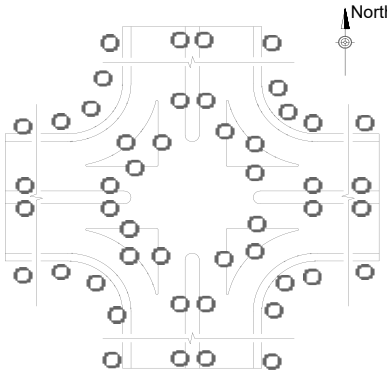
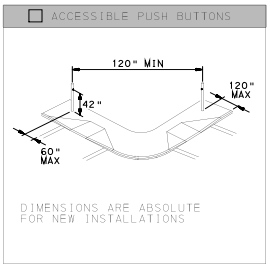
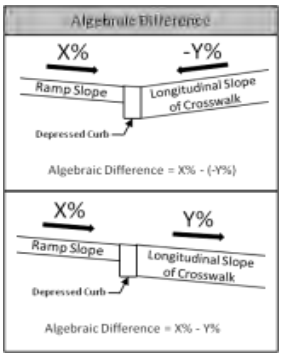
BATTERSBY ST & KNORR ST, PennDOT Location
ID # 12

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	5.00	%	1.80	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		18	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	5	8				
*Ramp Location (Use Figure Below)		12				
*Curb Ramp Type	Type 1					
*North Leg	BATTERSBY	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	BATTERSBY	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





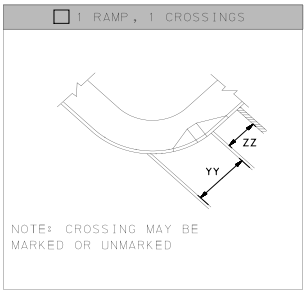


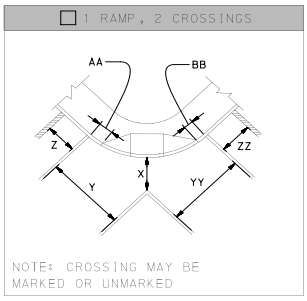


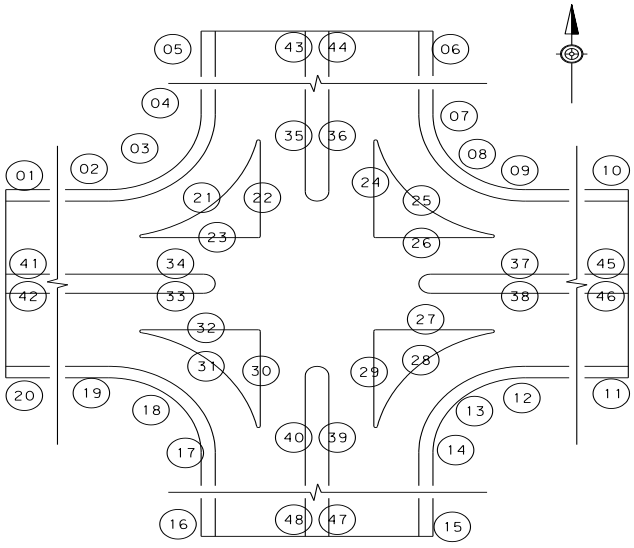
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-BATTERSBYSt-KNORRSt-BATTERSBYSt-KNORRSt-2023-07-10-12-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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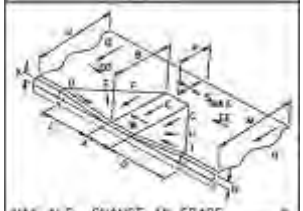
DEPARTMENT OF TRANSPORTATION

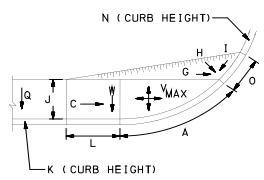
BATTERSBY ST & KNORR ST, PennDOT Location ID # 12

TYPE 1



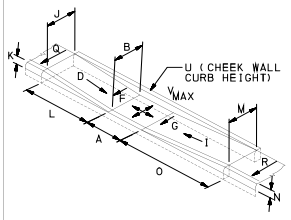
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 1A



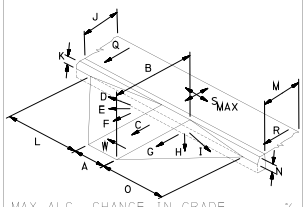
MAX ALG. CHANGE IN GRADE _____ %

TYPE 2



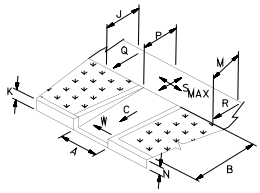
MAX ALG. CHANGE IN GRADE _____ %

TYPE 3



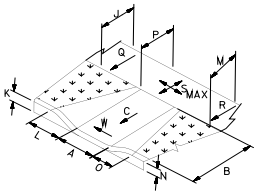
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4



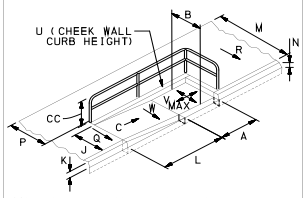
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



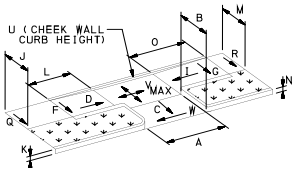
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 5



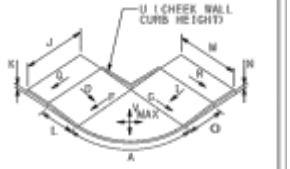
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

[redacted]



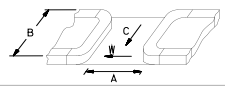
MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

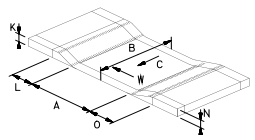
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN



TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	43	(IN)	
*	C	3.20	(%)	
*	D	5.20	(%)	
	E	4.80	(%)	
*	F	4.30	(%)	
*	G	4.90	(%)	
	H	1.80	(%)	
*	I	0.60	(%)	
*	J	88	(IN)	
	K	2	(IN)	1.25, not flush
	L	34	(IN)	
*	M	88	(IN)	
	N	2	(IN)	
	O	34	(IN)	
*	P	50	(IN)	
*	Q	0.80	(%)	
*	R	0.80	(%)	
*	S	1.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.90	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	100	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.20	(%)	
*	EE	2.40	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)	2.00	(%)

C-06-101-60000-BATTERSBYSt-KNORRSt-BATTERSBYSt-KNORRSt-2023-07-10-12-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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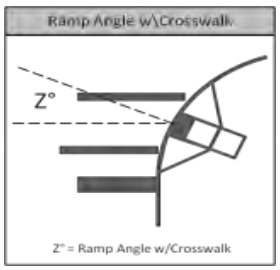
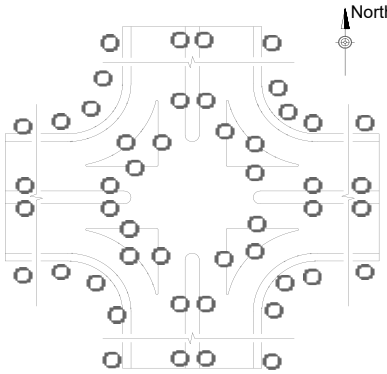
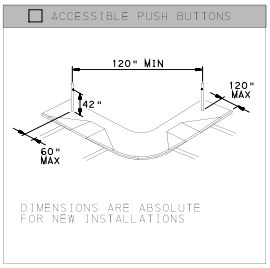
DEPARTMENT OF TRANSPORTATION

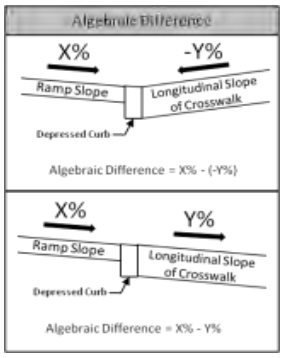
BATTERSBY ST & KNORR ST, PennDOT Location
ID # 14

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.50	%	2.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		14	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	6	8				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					
*North Leg	BATTERSBY	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	BATTERSBY	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





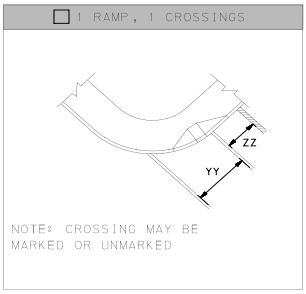


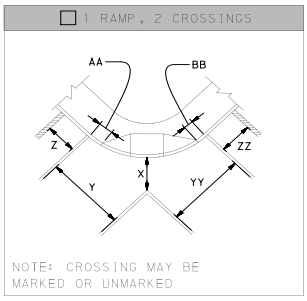


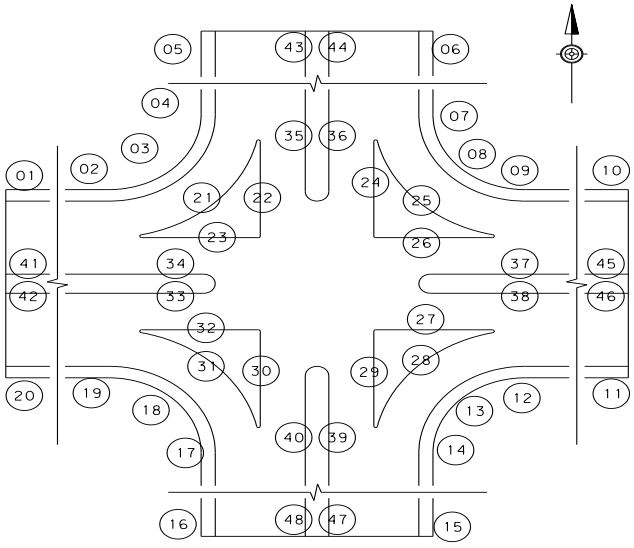
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-BATTERSBYSt-KNORRSt-BATTERSBYSt-KNORRSt-2023-07-10-14-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



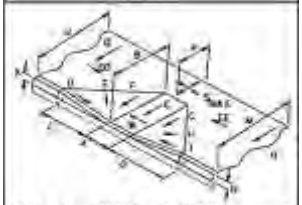




pennsylvania
DEPARTMENT OF TRANSPORTATION

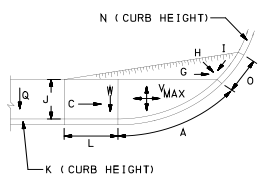
BATTERSBY ST & KNORR ST, PennDOT Location
ID # 14

☐ TYPE 1



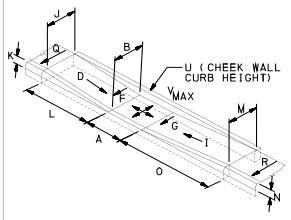
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



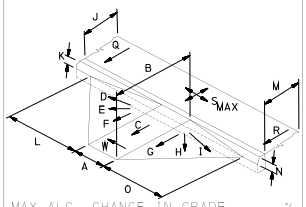
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



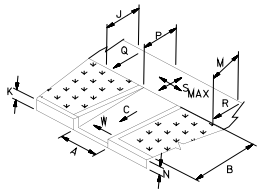
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



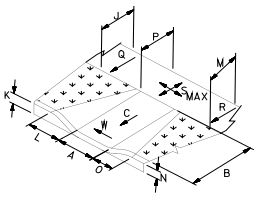
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



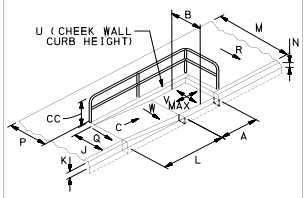
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



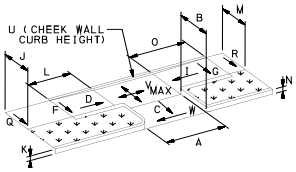
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



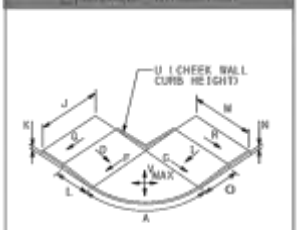
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



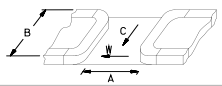
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

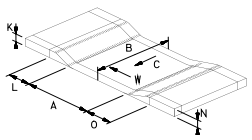
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	41	(IN)
*	C	6.90	(%)
*	D	5.50	(%)
	E	6.90	(%)
*	F	6.70	(%)
*	G	6.90	(%)
	H	3.90	(%)
*	I	0.20	(%)
*	J	88	(IN)
	K	2	(IN)
	L	34	(IN)
*	M	88	(IN)
	N	2	(IN)
	O	37	(IN)
*	P	48	(IN)
*	Q	0.80	(%)
*	R	0.80	(%)
*	S	1.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.20	(%)
*	EE	2.40	(%)

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	4.90 (%)

Comments ▲

▲ **NOTE: If additional space for typed comments is required, please use**

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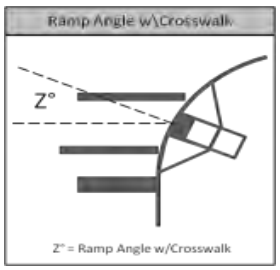
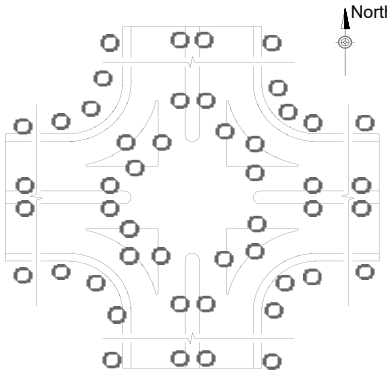
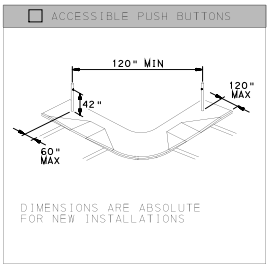
DEPARTMENT OF TRANSPORTATION

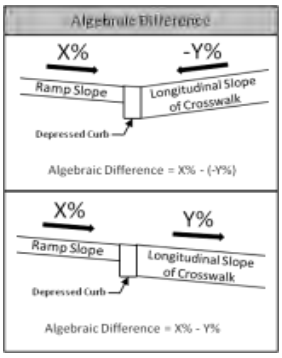
BATTERSBY ST & KNORR ST, PennDOT Location
ID # 17

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.80	%	2.00	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		12	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		7	8			
*Ramp Location (Use Figure Below)			17			
*Curb Ramp Type	Type 1					
*North Leg	BATTERSBY	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	BATTERSBY	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-BATTERSBYSt-KNORRSt-BATTERSBYSt-KNORRSt-2023-07-10-17-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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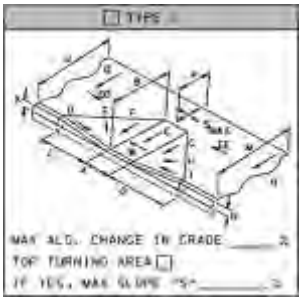
DEPARTMENT OF TRANSPORTATION

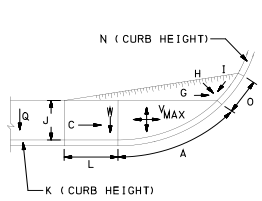
BATTERSBY ST & KNORR ST, PennDOT Location
ID # 17

☐ TYPE 1



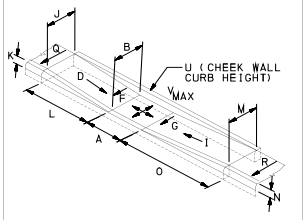
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



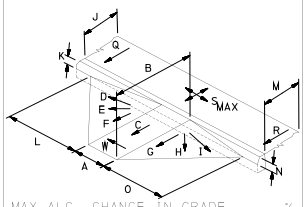
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



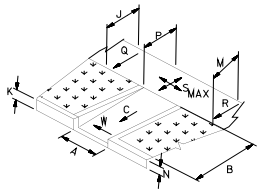
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



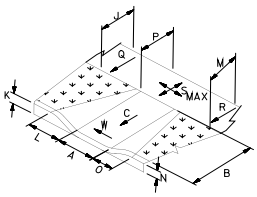
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



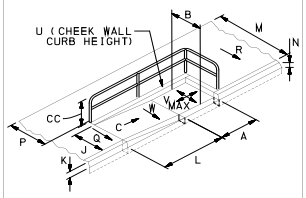
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



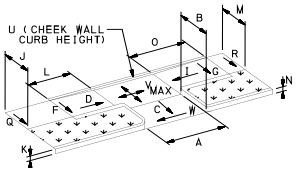
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



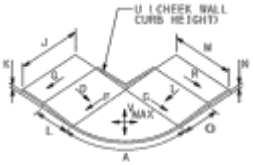
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



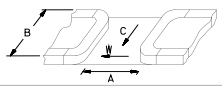
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

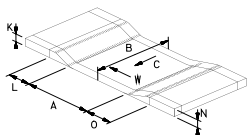
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	34	(IN)	
*	C	5.50	(%)	
*	D	2.40	(%)	
	E	4.80	(%)	
*	F	4.60	(%)	
*	G	3.80	(%)	
	H	6.30	(%)	
*	I	6.00	(%)	
*	J	86	(IN)	
	K	2	(IN)	
	L	33	(IN)	
*	M	86	(IN)	
	N	2	(IN)	
	O	36	(IN)	
*	P	60	(IN)	
*	Q	1.40	(%)	
*	R	1.50	(%)	
*	S	1.60	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.90	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.90	(%)	
*	EE	0.30	(%)	
	DWS Transition Strip	YES		
	DWS Transition Strip Slope (FF)	4.50	(%)	

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DEPARTMENT OF TRANSPORTATION

BATTERSBY ST & KNORR ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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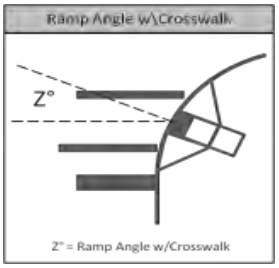
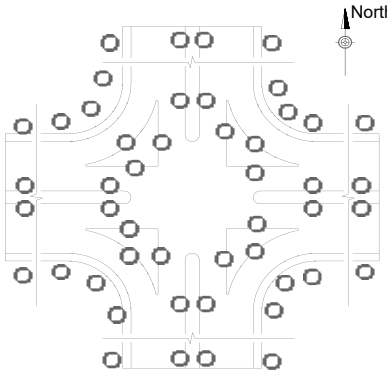
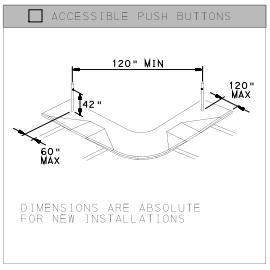
DEPARTMENT OF TRANSPORTATION

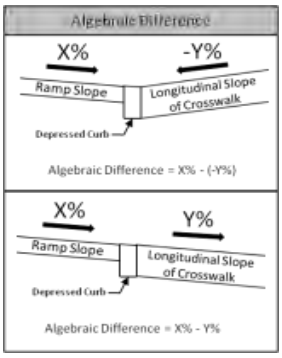
BATTERSBY ST & KNORR ST, PennDOT Location
ID # 19

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.70	%	0.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		18	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	4.4			
Intersection Ramp # of #	8	8				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	BATTERSBY	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	BATTERSBY	(segment)	(offset)			
*South Leg Desc.	Other					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





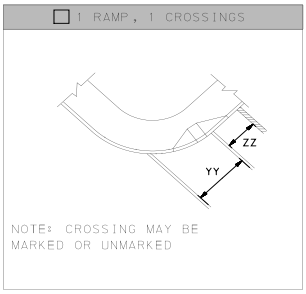


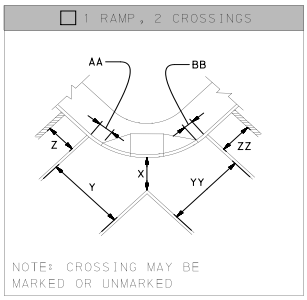


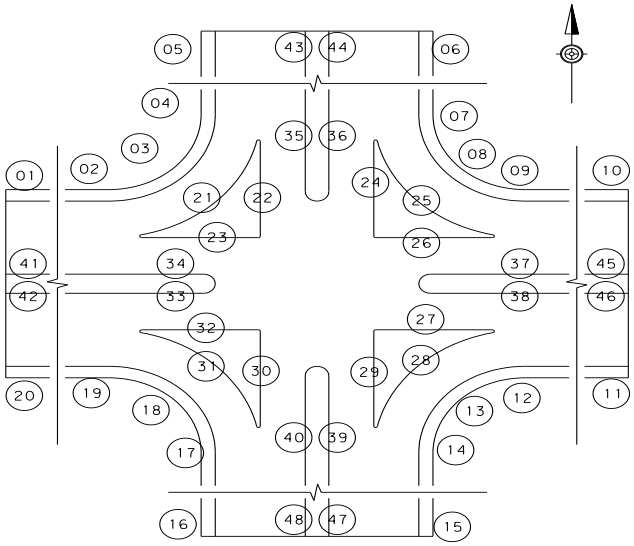
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-BATTERSBYSt-KNORRSt-BATTERSBYOther-KNORRSt-2023-07-10-19-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



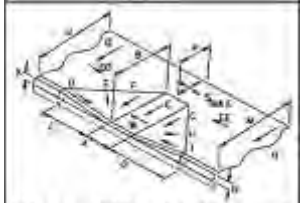




pennsylvania
DEPARTMENT OF TRANSPORTATION

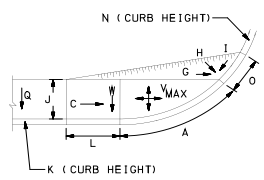
BATTERSBY ST & KNORR ST, PennDOT Location
ID # 19

☐ TYPE 1



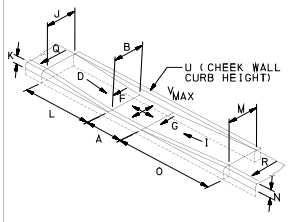
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



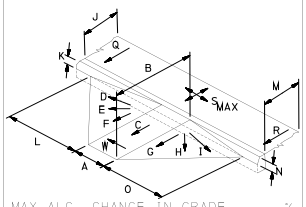
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



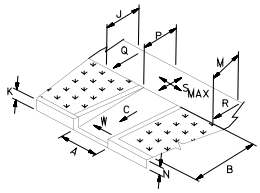
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



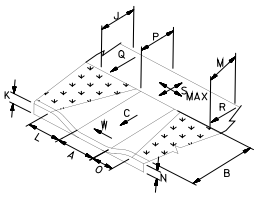
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



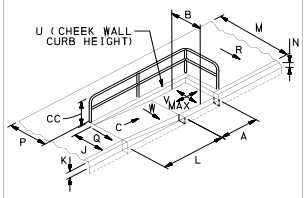
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



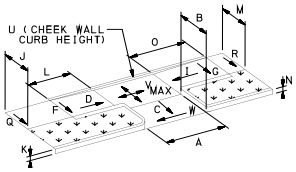
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



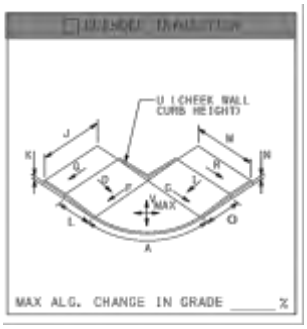
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



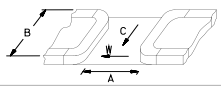
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

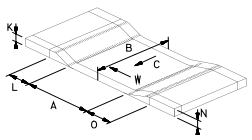
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	40	(IN)
*	C	1.90	(%)
*	D	0.90	(%)
	E	0.80	(%)
*	F	1.30	(%)
*	G	1.70	(%)
	H	3.50	(%)
*	I	4.00	(%)
*	J	86	(IN)
	K	2	(IN)
	L	32	(IN)
*	M	86	(IN)
	N	2	(IN)
	O	36	(IN)
*	P	57	(IN)
*	Q	1.40	(%)
*	R	1.50	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	100	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.90	(%)
*	EE	0.30	(%)

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	0.10 (%)

Comments ▲

C-06-101-60000-BATTERSBYSt-KNORRSt-BATTERSBYOther-KNORRSt-2023-07-10-19-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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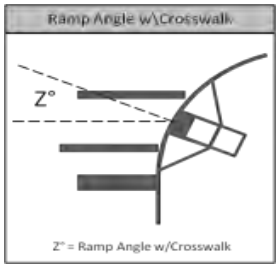
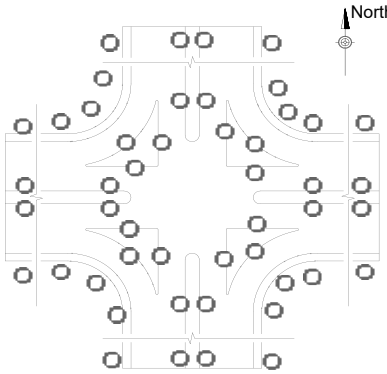
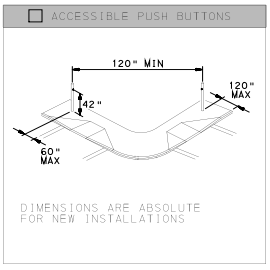
DEPARTMENT OF TRANSPORTATION

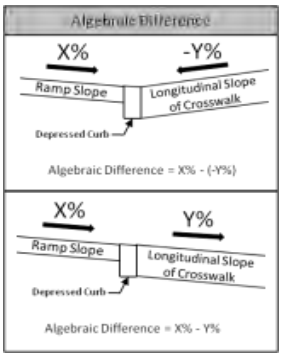
BENNER ST & BUSTLETON AVE, PennDOT
Location ID # 2

*Date of Design (yyyy mm dd)	2023	07	10	
Designer 1	Bryan Fleming JJA			
Designer 2	Randy Kravitz TPD			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	State Route			
Photo Log Number	N/A			
Number of Photos	2			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Grate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type	PolCom			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	6.00	%	0.80	%
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	17	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:		
ECMS #		Alg Δ Grade (%)	1.1	
Intersection Ramp # of #	2	2		
*Ramp Location (Use Figure Below)		02		
*Curb Ramp Type	Type 1			
*North Leg	BUSTLETON	(segment)	(offset)	
*North Leg Desc.	Ave			
*East Leg		(segment)	(offset)	
*East Leg Desc.				
*South Leg	BUSTLETON	(segment)	(offset)	
*South Leg Desc.	Ave			
*West Leg	BENNER	(segment)	(offset)	
*West Leg Desc.	St			
Ramp Coordinates	Latitude			
	Longitude			





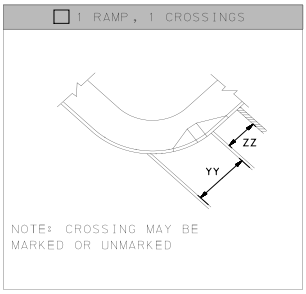


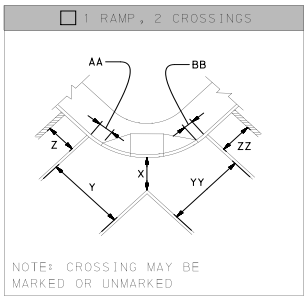


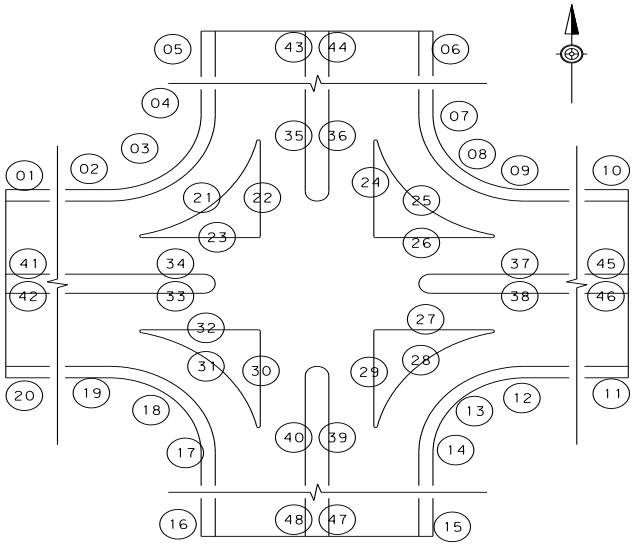
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-BUSTLETONAve-BUSTLETONAve-BENNERSt-2023-07-10-2-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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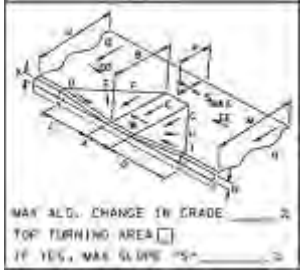
DEPARTMENT OF TRANSPORTATION

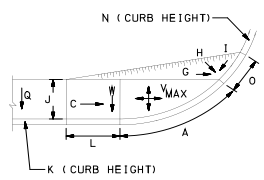
BENNER ST & BUSTLETON AVE, PennDOT
Location ID # 2

☐ TYPE 1



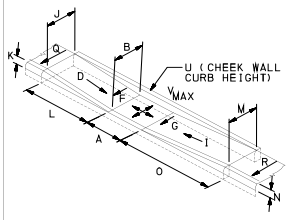
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



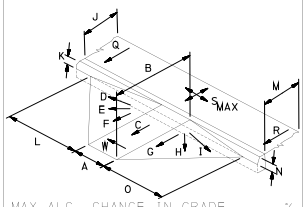
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



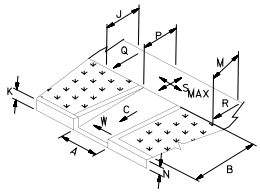
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



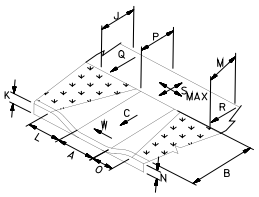
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



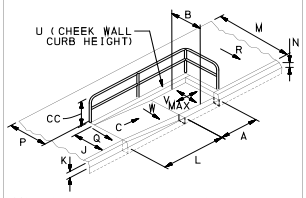
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



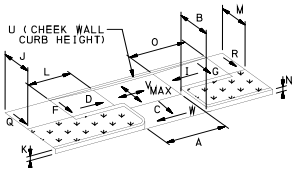
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



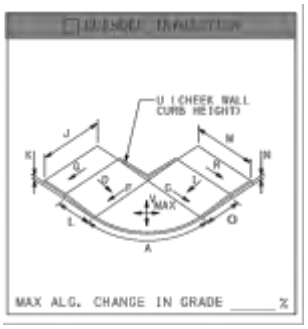
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT TRANSITION



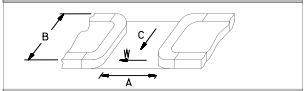
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

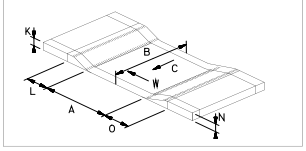
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	45	(IN)	
*	C	6.00	(%)	
*	D	5.30	(%)	
	E	5.70	(%)	
*	F	6.00	(%)	
*	G	6.60	(%)	
	H	7.90	(%)	
*	I	6.80	(%)	
*	J	90	(IN)	
	K	3	(IN)	
	L	76	(IN)	
*	M	55	(IN)	
	N	4	(IN)	
	O	50	(IN)	
*	P	53	(IN)	
*	Q	4.50	(%)	
*	R	1.20	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	2.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.50	(%)	
*	EE	3.90	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)	4.70	(%)

C-06-101-60000-BUSTLETONAve-BUSTLETONAve-BENNERSt-2023-07-10-2-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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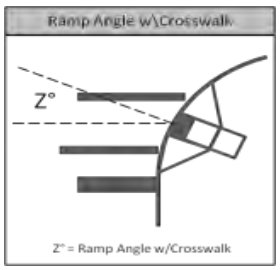
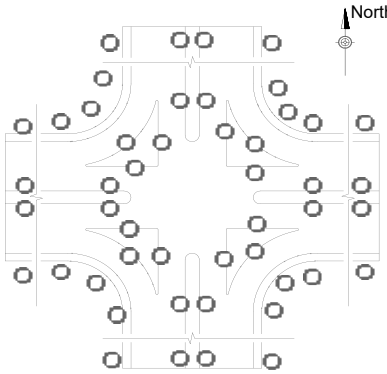
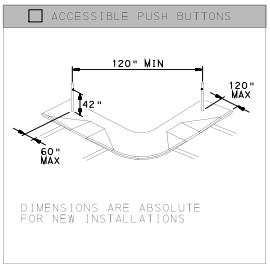
DEPARTMENT OF TRANSPORTATION

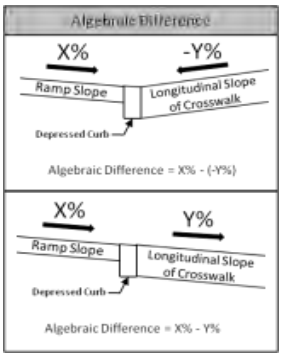
BENNER ST & BUSTLETON AVE, PennDOT
Location ID # 19

*Date of Design (yyyy mm dd)	2023	07	10	
Designer 1	Bryan Fleming JJA			
Designer 2	Randy Kravitz TPD			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	State Route			
Photo Log Number	N/A			
Number of Photos	2			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Grate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type	PolCom			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	5.30	%	0.30	%
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	19	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:		
ECMS #		Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	1	2		
*Ramp Location (Use Figure Below)		19		
*Curb Ramp Type	Type 1			
*North Leg	BENNER	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	BUSTLETON	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	BENNER	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	BUSTLETON	(segment)	(offset)	
*West Leg Desc.	Ave			
Ramp Coordinates	Latitude			
	Longitude			





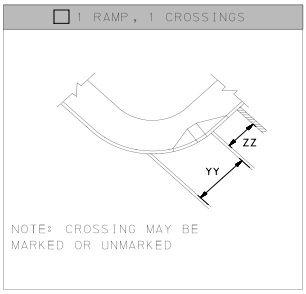


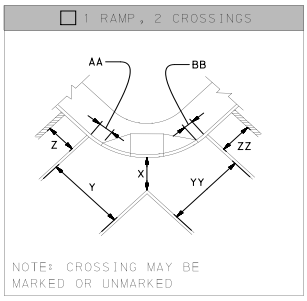


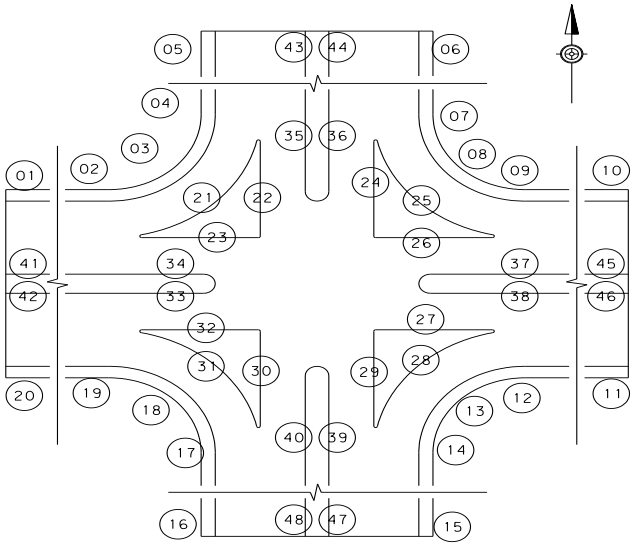
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-BENNERSt-BUSTLETONAve-BENNERSt-BUSTLETONAve-2023-07-10-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



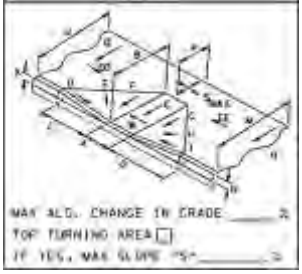




pennsylvania
DEPARTMENT OF TRANSPORTATION

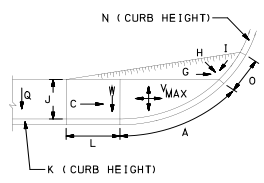
BENNER ST & BUSTLETON AVE, PennDOT
Location ID # 19

☐ TYPE 1



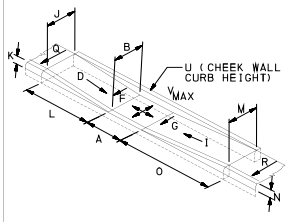
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



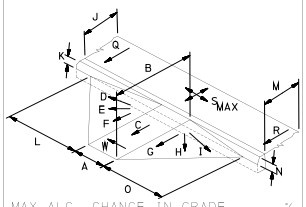
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



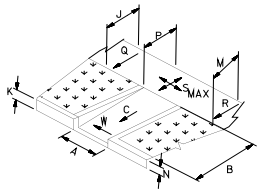
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



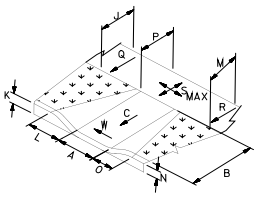
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



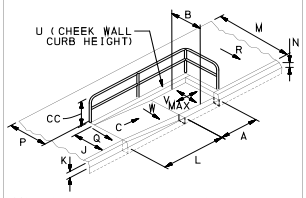
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



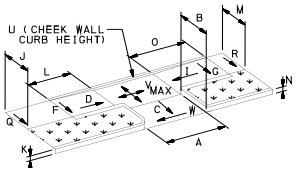
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



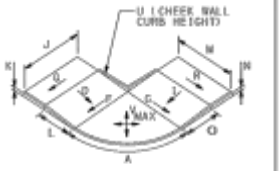
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



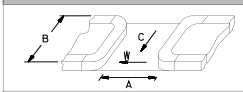
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

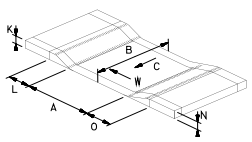
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



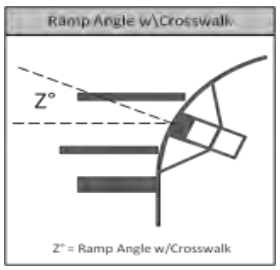
	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	60	(IN)	
*	C	6.50	(%)	
*	D	7.80	(%)	
	E	6.90	(%)	
*	F	5.70	(%)	
*	G	7.30	(%)	
	H	9.00	(%)	
*	I	6.00	(%)	
*	J	115	(IN)	
	K	4	(IN)	
	L	50	(IN)	
*	M	133	(IN)	
	N	4	(IN)	
	O	58	(IN)	
*	P	48	(IN)	
*	Q	1.90	(%)	
*	R	1.90	(%)	
*	S	1.10	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.40	(%)	
*	EE	3.80	(%)	

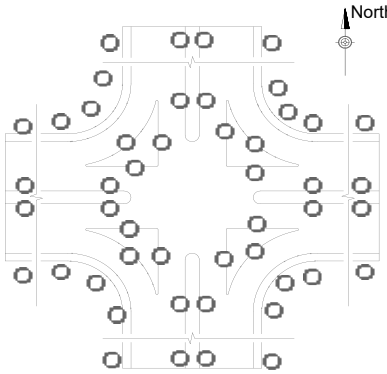
DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)	6.80	(%)

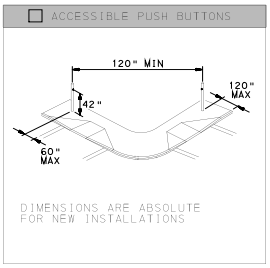
▲ **NOTE: If additional space for typed comments is required, please use**

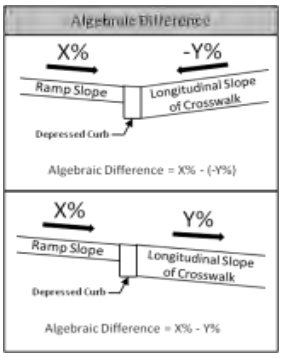
BENNER ST & OAKLAND ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.50	%	1.90	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		13	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		1	4			
*Ramp Location (Use Figure Below)			02			
*Curb Ramp Type	Type 1					
*North Leg	OAKLAND	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	BENNER	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	OAKLAND	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	BENNER	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





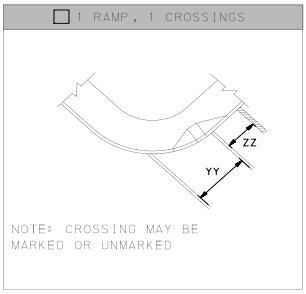


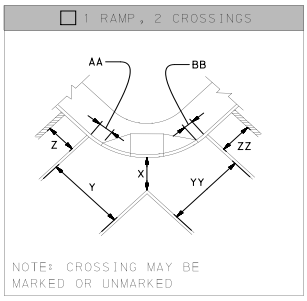


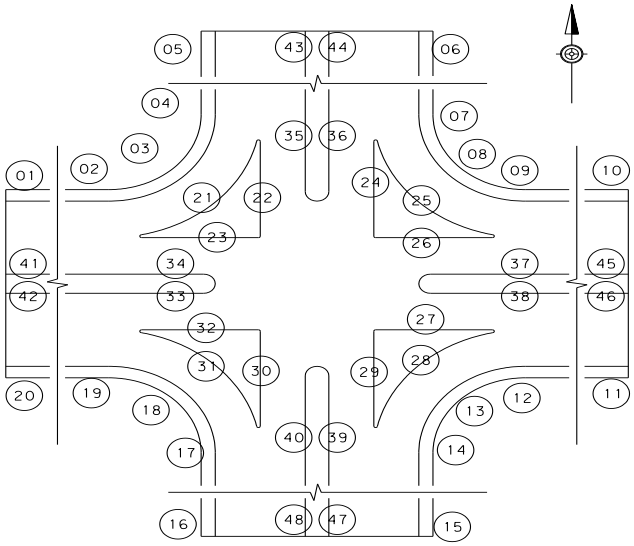
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-OAKLANDSt-BENNERSt-OAKLANDSt-BENNERSt-2023-07-10-2-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



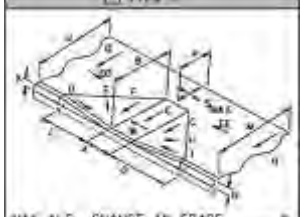




pennsylvania
DEPARTMENT OF TRANSPORTATION

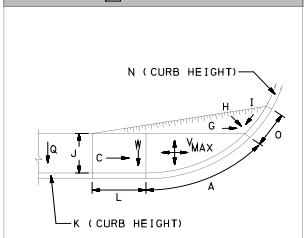
BENNER ST & OAKLAND ST, PennDOT Location
ID # 2

☐ TYPE 1



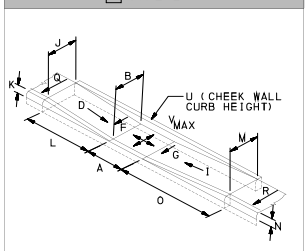
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 1A



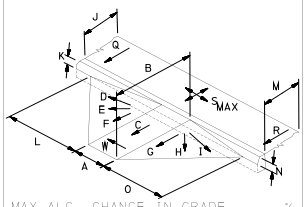
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



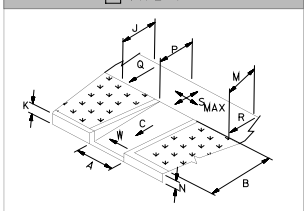
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



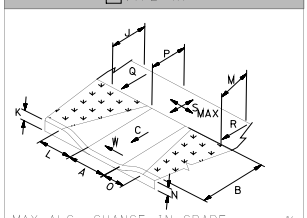
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 4



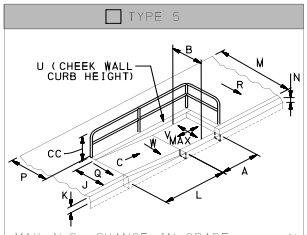
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 4A



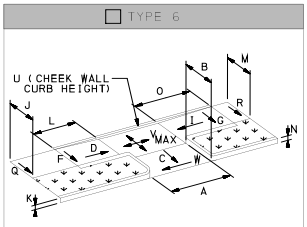
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 5



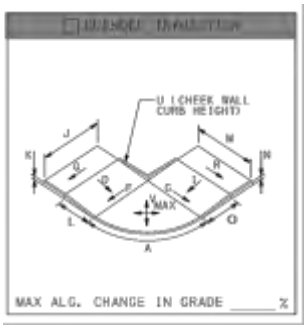
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



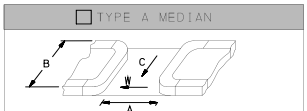
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

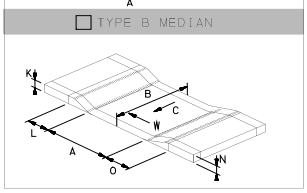
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



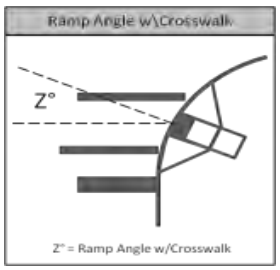
	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	61	(IN)	
*	C	6.10	(%)	
*	D	6.80	(%)	
	E	6.50	(%)	
*	F	6.10	(%)	
*	G	7.30	(%)	
	H	7.60	(%)	
*	I	6.00	(%)	
*	J	100	(IN)	
	K	6	(IN)	
	L	54	(IN)	
*	M	60	(IN)	
	N	4	(IN)	
	O	40	(IN)	
*	P	48	(IN)	
*	Q	1.00	(%)	
*	R	0.10	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.90	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.30	(%)	
*	EE	2.00	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

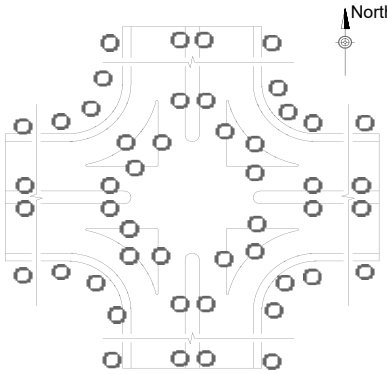
▲ **NOTE: If additional space for typed comments is required, please use**

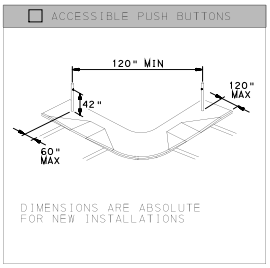
pennsylvania
DEPARTMENT OF TRANSPORTATION

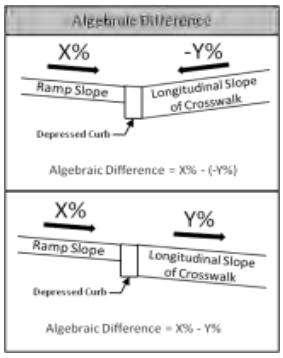
BENNER ST & OAKLAND ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.30	%	1.90	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		13	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	2.6			
Intersection Ramp # of #	2	4	Cheek wall - 7.0 in			
*Ramp Location (Use Figure Below)		09				
*Curb Ramp Type	Type 1					
*North Leg	OAKLAND	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	BENNER	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	OAKLAND	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	BENNER	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





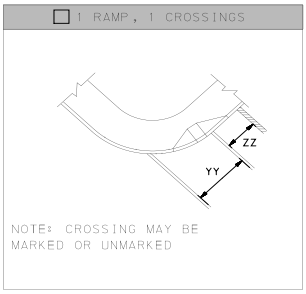


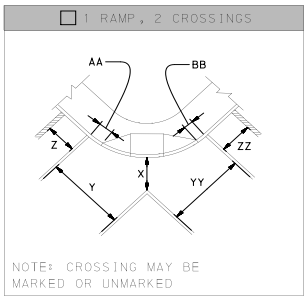


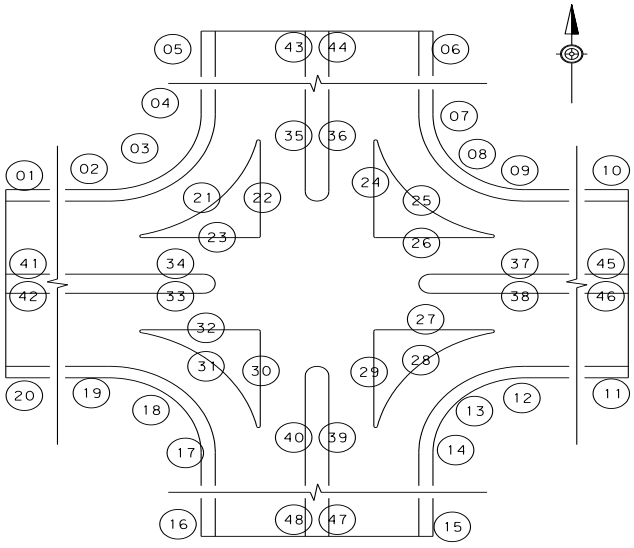
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-OAKLANDSt-BENNERSt-OAKLANDSt-BENNERSt-2023-07-10-9-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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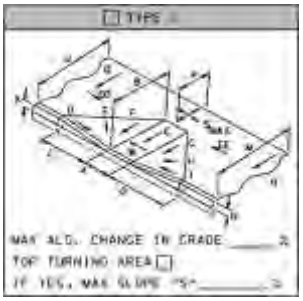
DEPARTMENT OF TRANSPORTATION

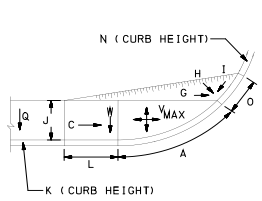
BENNER ST & OAKLAND ST, PennDOT Location
ID # 9

☐ TYPE 1



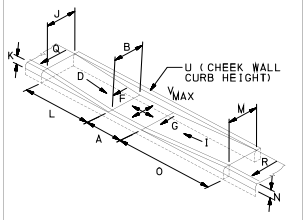
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



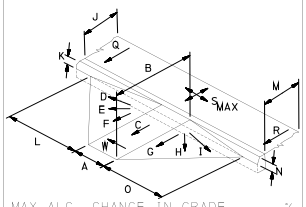
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



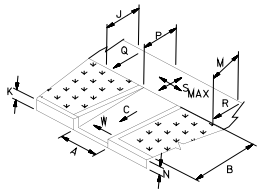
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



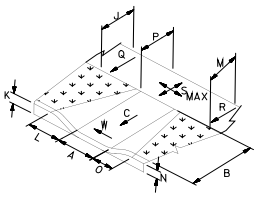
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



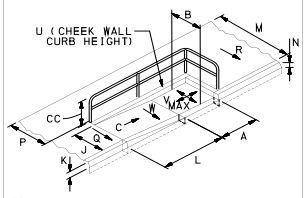
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



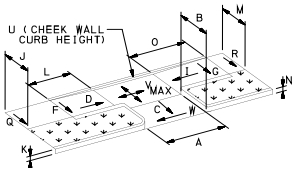
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



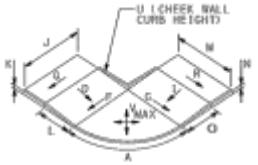
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



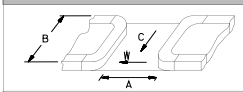
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

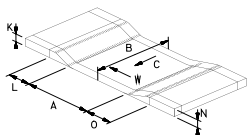
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	35	(IN)	
*	C	7.00	(%)	
*	D	4.60	(%)	
	E	5.80	(%)	
*	F	6.80	(%)	
*	G	4.90	(%)	
	H	8.60	(%)	
*	I	8.20	(%)	
*	J	53	(IN)	
	K	4	(IN)	
	L	32	(IN)	
*	M	66	(IN)	
	N	5	(IN)	
	O	57	(IN)	
*	P	49	(IN)	
*	Q	2.40	(%)	
*	R	0.30	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.70	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.20	(%)	
*	EE	3.00	(%)	

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	5.00 (%)

C-06-101-60000-OAKLANDSt-BENNERSt-OAKLANDSt-BENNERSt-2023-07-10-9-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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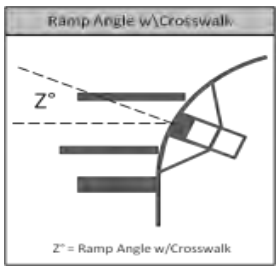
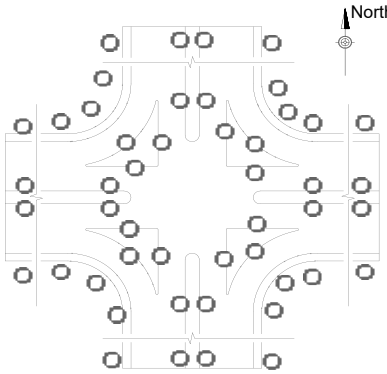
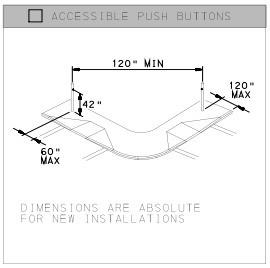
DEPARTMENT OF TRANSPORTATION

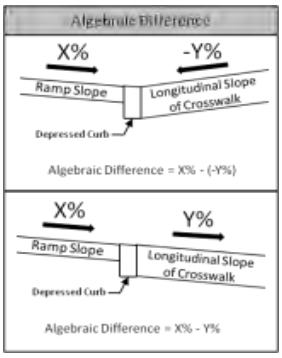
BENNER ST & OAKLAND ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.00	%	1.30	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		5	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	3.2		
Intersection Ramp # of #	3	4			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				
*North Leg	OAKLAND	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	BENNER	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	OAKLAND	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	BENNER	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





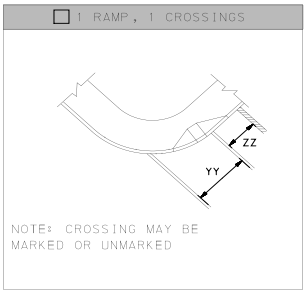


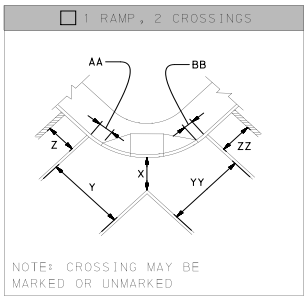


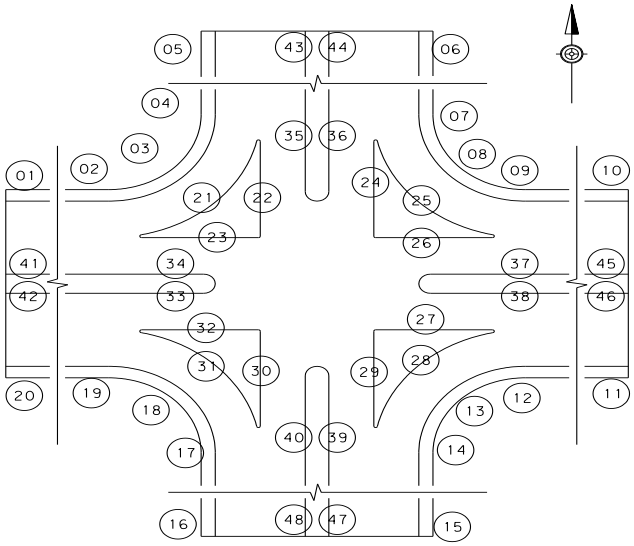
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-OAKLANDSt-BENNERSt-OAKLANDSt-BENNERSt-2023-07-10-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



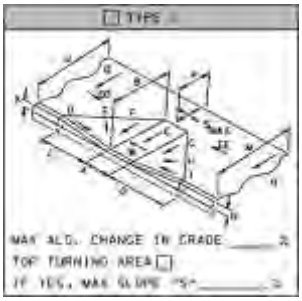




pennsylvania
DEPARTMENT OF TRANSPORTATION

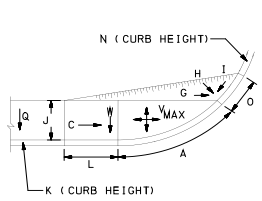
BENNER ST & OAKLAND ST, PennDOT Location
ID # 12

☐ TYPE 1



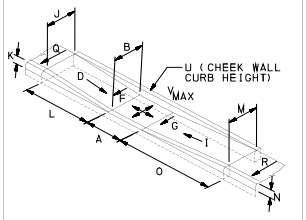
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



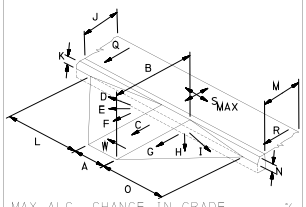
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



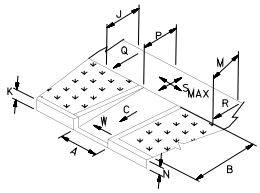
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



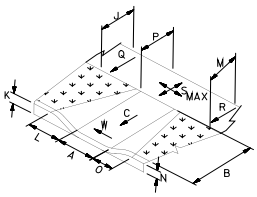
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



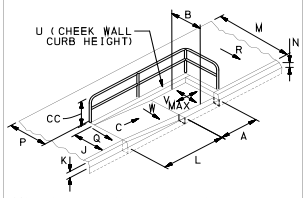
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



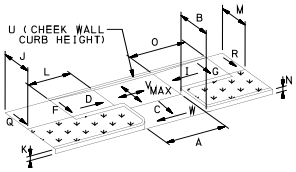
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



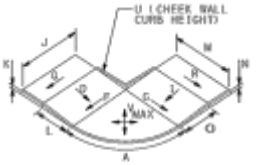
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



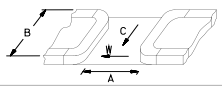
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

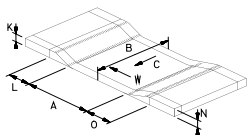
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



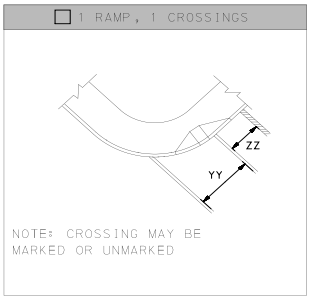
	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	52	(IN)	
*	C	5.60	(%)	
*	D	7.00	(%)	
	E	8.00	(%)	
*	F	2.80	(%)	
*	G	6.10	(%)	
	H	5.00	(%)	
*	I	3.70	(%)	
*	J	50	(IN)	
	K	3	(IN)	
	L	46	(IN)	
*	M	82	(IN)	
	N	2	(IN)	
	O	34	(IN)	
*	P	48	(IN)	
*	Q	0.50	(%)	
*	R	1.20	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.80	(%)	
*	EE	0.50	(%)	

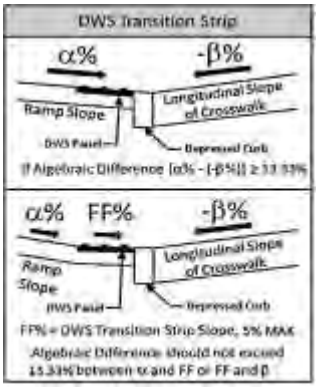
DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	4.40	(%)

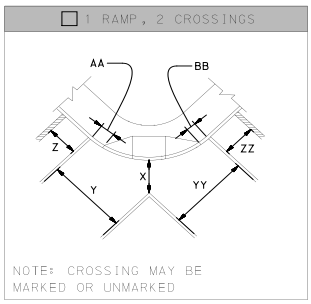
C-06-101-60000-OAKLANDSt-BENNERSt-OAKLANDSt-BENNERSt-2023-07-10-12-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

comments is required, please use Tab 04 - Additional Explanation.







01 - Inspection Form'!

Value	* Compliance Check1	Column F Blue
OK	OK	TRUE
OK	OK	TRUE
OK	OK	TRUE
OK	OK	TRUE
	OK	TRUE
OK	OK	TRUE
OK	OK	TRUE
	OK	TRUE
OK	OK	TRUE
OK	OK	TRUE
	OK	TRUE
	OK	TRUE
OK	OK	TRUE
	OK	TRUE
	OK	TRUE
OK	OK	TRUE
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OK	OK	TRUE
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	N/A	FALSE
	N/A	FALSE
	N/A	FALSE
OK	OK	TRUE
	N/A	FALSE
	N/A	FALSE
	OK	TRUE
	N/A	FALSE
	OK	TRUE
	N/A	FALSE
	N/A	FALSE
	N/A	FALSE
	OK	TRUE
	OK	TRUE
		TRUE
	OK	TRUE

(Blue) Values Need Entered
(Red) Values not matching RC-67M
(Yellow) Values not matching RC-67M, possibly due to tie-ins

(Green) Values match RC-67M

*Note: WPA = With Passing Areas, otherwise 60 inches minimum required
Enter "999" OR "-999" for required (blue fill) dimensions that are not app

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BENNER ST & OAKLAND ST, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

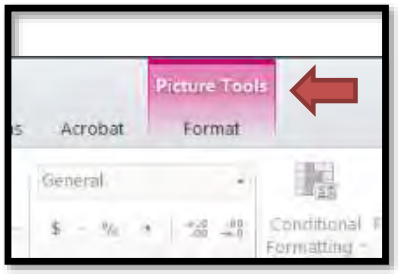
Insert Picture 3

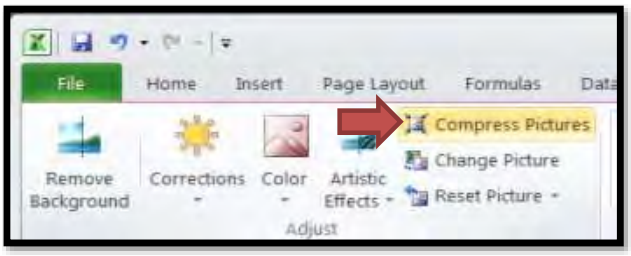
Insert Picture 6

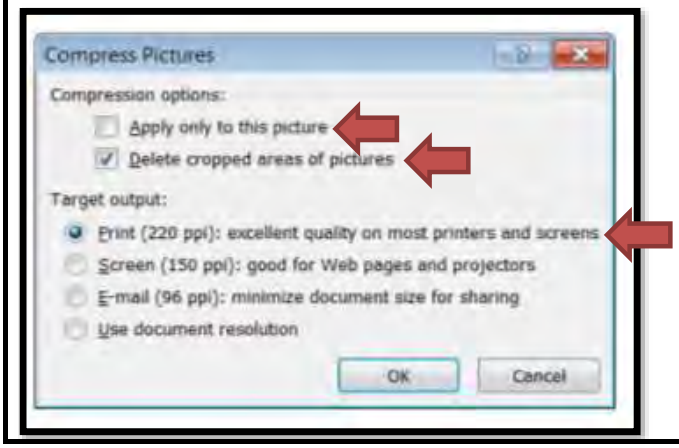
Please be sure to compress pictures inserted in this sheet in order to reduce the excel file size.

<u>Reduce Image Size</u>

1. Click on one of the images that were inserted in this sheet.
2. Click "Format" under the "Picture Tools" Ribbon. (see below)
3. In the Ribbon, click "Compress Pictures". (see below)
4. In the "Compress Pictures" Window select the options as noted below and click "OK". (see below)







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BENNER ST & OAKLAND ST, PennDOT Location ID # 12

Additional Explanation #1

Additional Explanation #2

Additional Explanation #3

Additional Explanation #4

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0

Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

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Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)

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Instructions

The District 6 Curb Ramp Design Form (CS-4401 Design, District 6) will be used for the design of all curb ramps in District 6 to ensure compliance with PENNDOT standards. The use of this form is required for to be constructed curb ramps. A thorough and rigorous review of the design for each curb ramp will be completed to ensure compliance with PENNDOT Standard RC-67M. The slopes indicated in RC-67M are absolute maximum slopes. Only slopes that are equal to or less than the indicated slopes are acceptable. When fully meeting the RC-67M standards is "Technically Infeasible", the curb ramp must be designed to the maximum extent feasible to provide handicap access. See Publication 13M - Design Manual 2, Chapter 6 for additional information on Technically Infeasible.

When used in the design phase, this form and corresponding plans will document all pertinent values and serve as a record that PENNDOT has reviewed the design. Based on the information provided in the CS-4401 and corresponding plans, the ramp will be classified as EITHER Meeting RC-67M or Technically Infeasible. If a ramp is Technically Infeasible then the Technically Infeasible Form (TIF) must be submitted with the CS-4401 and corresponding plans. PENNDOT will then review the TIF to determine if the ramp has been designed to provide access to the maximum extent feasible within the scope of the work for project. PENNDOT will review the investigated alternatives as submitted in the TIF and determine that the best possible solution was chosen and that no other design alternatives, as noted in the TIF or otherwise, within the scope of work for the project exists. Approval for all Technically Infeasible ramps will come from both the District ADA Coordinator and Assistant District Engineer by signing the Technically Infeasible Form (TIF).

INSTRUCTIONS

Before you Begin:
The electronic file is delivered in Excel 97-2003 Workbook *.xls format. When saving the file, use Excel format with a *.xls extension. Do not use a different file format. This file is compatible with Microsoft Excel 2007 and later. It is compatible with 32 bit and 64 bit computers.

The following tabs are included in the form:
Tab 1. Inspection Form
Tab 2. Inspection Form Continued
Tab 3. Pictures
Tab 4. Additional Explanation
Tab 5. Instructions

TAB 1 – INSPECTION FORM

All "blue filled" cells require information to be entered. Many cells have a drop down selection with a header.
The header is used for filling out a printed version. The header must be changed to the appropriate selection.
For example: "☐ No ☐ Yes" would be the header. Either "No" or "Yes" must be selected.

Date of Design

Enter the year, month, and day of the investigation (format yyyy dd mm).

Designer 1 & 2

Insert the name(s) of the individuals responsible for the design.

Engineering District Code

Insert the engineering district code.

County Name

Insert the appropriate county. (The county code will automatically fill in once the appropriate county is selected).

Municipality Name

Insert the appropriate municipality name.
(The municipality code will automatically fill in once the appropriate municipality name is entered).

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Instructions

Construction Phase
Select the appropriate status of the curb ramp being investigated.
☐ Constructed. Select this phase for ramps that are to be newly constructed curb ramps.
☐ Existing-Survey. Select this phase for documenting existing curb ramps.
☐ Missing. Select this phase for documenting missing curb ramps.

Ramp Crosses
Select what type of roadway the ramp crosses and or services.

Photo Log Number
Manually insert a photo log number with approximate time the photo was taken.

Number of Photos
Enter the number of photos.

Ramp Surface
Select ramp surface type (brick, concrete or other). If “other”, manually insert the surface type in the cell immediately to the right of the surface type.

Surface Stable, Firm, and Slip Resistant
Indicate if the curb ramp surface is stable, firm, and slip resistant.

Elevation Differences > ¼”
Indicate if any vertical elevation differences between sections of sidewalk found anywhere on the curb ramp that are greater than 1/4” exist. If vertical elevation differences exist, measure to the nearest 1/16 of an inch. For example, if measured 1/2” enter “8” (8/16) on the form, or if measured 2” enter 32 (32/16) in the form.

Grate Openings or Gaps > ½”
Indicate if any grate openings or gaps greater than 1/2” are located within the immediate pedestrian path. If horizontal gaps exist, measure to the nearest 1/16 of an inch. For example, if measured 1/2” enter “8” (8/16) on the form, or if measured 2” enter 32 (32/16) on the form.

Utilities in Path of Travel
Indicate if there are any utilities that obstruct the path of travel.

Water Ponding in Path of Travel
Indicate if any water ponding exists within the travel path of the curb ramp.

Detectable Warning Surface (DWS)
Indicate if a detectable warning surface is to be used.

DWS Type
If “Yes” is answered in previous question, indicate what type of DWS will be used. If “Other”, fill in cell to the right to indicate what type of DWS is being used.

Pedestrian Crossings
Indicate if a pedestrian crossing exists. If a pedestrian crossing does not exist, a curb ramp is not needed. The crossing may be marked or unmarked. If “Yes”, the cell to the right will become highlighted with blue fill, requiring it to be completed.
☐ single ramp with a single cross walk.
☐ single ramp with a double cross walk.

Ramp Leads to Accessible Path
Indicate if the ramp leads to an accessible path, such as a sidewalk or a pedestrian pushbutton.

Crossing Control Type
Indicate the type of vehicular traffic control device/measure at the pedestrian crossing.
STOP/YIELD - If a stop or yield sign is installed or traffic is controlled by a stop or yield condition (i.e. Driveway).
UNCONTROLLED - If vehicular traffic is not controlled by a traffic control device at the pedestrian crossing.
TRAFFIC SIGNAL - If vehicular traffic is controlled by a Traffic Signal at the pedestrian crossing.
MIDBLOCK - If the pedestrian crossing is at a mid block crossing.

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Instructions

Longitudinal/Cross slope in Front of Ramp
Manually insert the longitudinal and cross slope values (as a percentage) in the appropriate cells. The longitudinal slope is equal to the slope parallel to the direction of the ramp (in the street); the cross slope is equal to the slope perpendicular to the direction of the ramp (in the street).

For a pedestrian crossing where vehicles operate without a yield or stop condition (**UNCONTROLED** and **TRAFFIC SIGNAL**) and at midblock pedestrian street crossings (**MIDBLOCK)**, the cross slope in front of the ramp shall be permitted to equal the street or highway profile grade. For pedestrian crossings where vehicles operate with a yield or stop condition (**STOP/YIELD**), the maximum cross slope in front of the ramp is 2% for a compliant design. If a compliant cross slope cannot be provided in front of the ramp, for crossings with a stop or yield condition, a TIF will need to be submitted.

Ramp Angle with Crosswalk
Manually insert the angle of the ramp to the crosswalk (in degrees). It is preferred that the angle is 20 degrees or less. If the angle is greater than 20 but less than 45, provide a brief explanation in the box below justifying the angle. If the angle is greater than or equal to 45 degrees then it is considered that a turning maneuver is being made in the street. A turning maneuver in the street requires a minimum 4' x 4', 2% max slope(longitudinally and the cross slope) turning area. If the turning area does not meet all of the requirements listed above, then the ramp does not meet RC-67M and is considered Technically Infeasible. A Technically Infeasible Form(TIF) is required. Submit the TIF form with proper justification why this cannot be achieved to meet RC-67M. Show on the plan the turning area at the bottom of the ramp in the street.

Turning Maneuver in Street
Indicate if pedestrians must perform turning maneuvers in the street. If “Yes”, a landing is required in the street.

Turning Maneuver at Top of Ramp (Smax)
Indicate if pedestrians must perform turning maneuvers at the top of the ramp. If “Yes”, Smax is required.

ECMS # (if applicable)
Manually insert the ECMS # for the project that altered the curb ramp.

Algebraic Δ Grade (Algebraic Change in Grade)
Manually insert the maximum algebraic change between the ramp slope and roadway slope (as a percentage). See the diagram on Sheet 01 - Inspection Form.

Intersection Ramp # of #
Manually enter the number for the ramp being investigated followed by the total number of ramps being investigated at the intersection. For example, if the ramp at the intersection of Ramp “X” of “Y” is being investigated, “Y” is the total number of the ramps at the intersection and “X” is the number assigned to the specific ramp being investigated.

Ramp Location
Using the intersection figure shown, select the appropriate button for which the investigated curb ramp is located.

North Leg/North Leg Description
Include the name of the roadway (if applicable) for the northbound roadway. Then directly below that cell, indicate the type of roadway (state route, boulevard, road, street, etc.). If the roadway is a state route number (format: 0000), also include the Segment # (format: 0000) and Offset # (format: 0000) of the intersection. If the roadway is a local road, include the name of the local road and description. Complete this for all legs of the intersection.

	North Leg	Description	Segment	Offset
Example 1:	00016	SR	0010	0020
Example 2:	Oak	ST	n/a	n/a

Ramp Type
Indicate the type of ramp being investigated. Depending on curb ramp type, complete all of the required dimensions on Tab 2 – Inspection Form Continued. Each cell is color-coded to indicate whether the information entered meets RC-67M. If data is entered and the cell becomes highlighted with green fill, the data meets RC-67M. If the cell becomes highlighted with red fill, the data does not meet RC-67M. If the cell becomes highlighted with yellow fill, the data does not match RC-67M but may be due to tie-ins with the existing site. The chart located to the right of the data entry form indicates the minimum measurement requirements (compliance check).

Insert the Latitude and Longitude for each Curb Ramp. Convert to Degrees. Provide a minimum of 5 decimal places for accuracy.
For Example - N40° 06’ 16.08” = 40.10447° and W 75° 23’ 58.11” = -75.39948°. The program will not allow you to enter a value outside of the geographical area of District 6.

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work
A minimum 4'-0" Pedestrian Access Route(PAR) must be maintained within the limit of work. If this requirement is not met then a Technically Infeasible Form (TIF) must be submitted with the CS4401 and the ramps leading to and from the constrained PAR are considered non-compliant and are Technically Infeasible.

The width of the PAR is defined as the width of walkway between two obstructions. This would include flares with slopes greater than 8.3%, utility/street light poles, traffic signal poles and equipment, signs, buildings, street furniture and other unwalkable areas.

A PAR less than 4' but not less than 3' is acceptable if it is not within the slope of work for the project to relocate the obstructions. If the PAR is less than 3' and it is not within the scope of work for the project to relocate the obstruction then the ramp is considered not accessible from that approach. Select NO for Ramp Leads to Accessible Path. See Ramp Leads to Accessible Path above.

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Instructions

Pedestrian Push Buttons Accessibility and Compliance
Indicate if pedestrian push buttons are accessible and compliant as defined below.

1. A push button is considered accessible if it is:
   (a) Adjacent to and can be activated from a firm and stable surface.

2. A push button is considered compliant if it is:
   (a) Adjacent to a level, non-slip surface to provide access from a wheelchair, and where there is a non-slip wheelchair accessible route to the ramp.
   (b) A MIN 4' x 4' area in front of the push button is provided and
      (i) If a turning movement is required in order to activate the push button and then get to the ramp, the max slope (longitudinal and cross slope) in the 4' x 4' area in front of the push button is 2%
      (ii) If a turning movement is NOT required and the pedestrian/wheelchair is only expected to move forward or parallel from button (not turning), the 2% max slope is preferred but not required. Entire 999 and complete in the Comment Cell the reason why a turning movement is not required.
   (c) Within 5'-0" of the crosswalk extended
   (d) Between 1'-6" and 10'-0" of the edge of the curb, shoulder or pavement
   (e) Parallel to the crosswalk to be used
   (f) Mounted 42" above the sidewalk or finished grade to the center of the pushbutton and 10" MAX laterally from landing

☐**Not Accessible** - The existing or proposed push button is not accessible. Submit a technically infeasible form (TIF)
☐**Accessible and Non-Compliant** - The existing or proposed push button is accessible. However, it does not meet all of the requirements for compliance as noted above. Submit a technically infeasible form (TIF)
☐**Accessible and Compliant** - The existing or proposed push button is accessible and meets all of the requirements for compliance as noted above.
☐**N/A** - There are no existing or proposed push buttons for this crossing.

Sketch
Not used in Design.

Asset #
The Asset number will be automatically completed as information is entered into the data entry form.

Status
Not used in Design.

Archive Ramp at location #
Not used in Design.

Level of Service
Indicate the level of service, as designed:
☐ Meets RC-67M
☐ Technically Infeasible; Provides Maximum Access (TIF)

TAB 2 – INSPECTION FORM CONTINUED
Indicate the type of ramp being investigated using the curb ramp diagrams. Depending on curb ramp type, complete all of the required dimensions “A” through “EE” and the DWS transition strip values. Each cell is color-coded to indicate whether the information entered meets RC-67M. Use “999” for measurements that are not applicable.

TAB 3 - PICTURES TAB
Click on the “insert button #” button to insert the appropriate picture.

TAB 4 - ADDITIONAL EXPLANATION TAB (IF APPLICABLE)
If additional space is needed to further explain the reasoning behind a certain element but completing a Technically Infeasible Form (TIF) is not required use this area to explain the methodology behind the design as submitted.
Examples -
(a) Additional room is need to explain why the ramp angle exceeds 20 degrees.
(b) The longitudinal (running) slope of the sidewalk transition exceeds the 5% maximum allowed per DM2 Chapter 6 but is less than 8.33% maximum for a ramp slope.
(c) The form is filled out for a Type 1 ramp but there is a greenstrip or other unwalkable surface in which the flare slope can exceed 10% and a 2' rolled concrete flare will be used.

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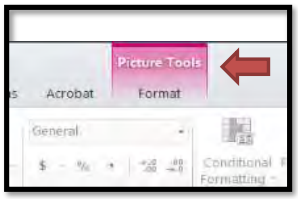
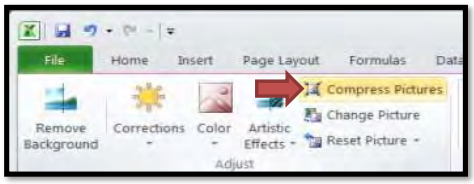
Instructions

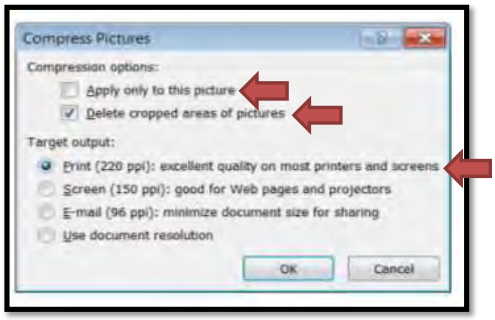
TAB 5 - INSTRUCTIONS
Use this tab as a quick reference to the instructions.

SUBMISSION
Perform the following for submission.



Reduce Image Size
To keep file size to a minimum, select a picture:
1. Click on one of the images that were inserted on Tab 03 - Pictures.
2. Click "Format" under the "Picture Tools" Ribbon.
3. In the Ribbon, click "Compress Pictures"
4. In the "Compress Pictures" Window select the options as noted below and click "OK".





Save File
When saving the file, use Excel 2007 and later format with a *.xls extension. Do not use a different file format. If all the cells are not completed, a warning message will appear. The work has been saved, but the file is not complete. Fill in remaining cells and resave.

Send file to District ADA Coordinator
Upon approval of the curb ramp designs, submit files including the approved plans of the ADA designs, in PDF format, the CS-4401 Design, District 6 Form in Excel 2007 and later format and the Technically Infeasible Form (TIF) in Excel 2007 and later format to District 6 ADA Coordinator on a compact disc. Incomplete submissions will be returned.

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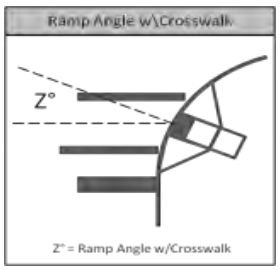
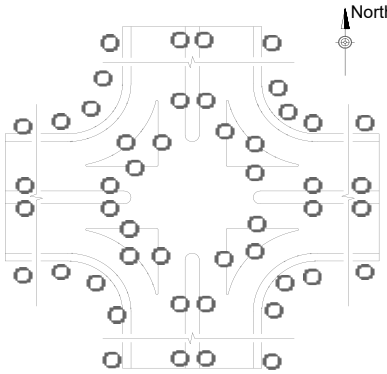
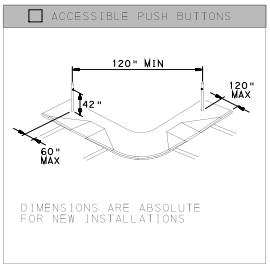
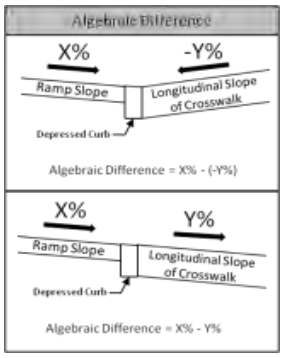
BENNER ST & OAKLAND ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.50	%	0.80	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		16	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	4	4			
*Ramp Location (Use Figure Below)		19			
*Curb Ramp Type	Type 1				
*North Leg	OAKLAND	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	BENNER	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	OAKLAND	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	BENNER	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





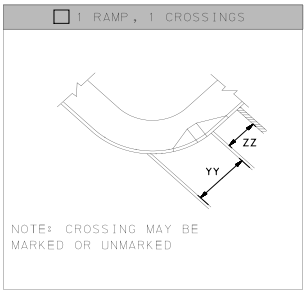


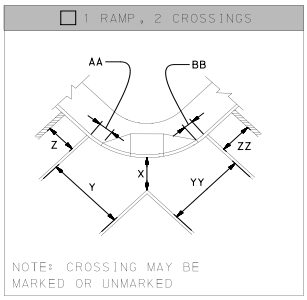


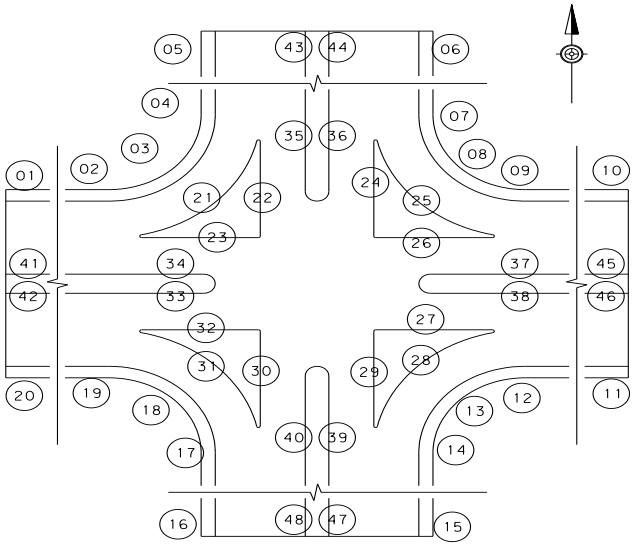
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-OAKLANDSt-BENNERSt-OAKLANDSt-BENNERSt-2023-07-10-19-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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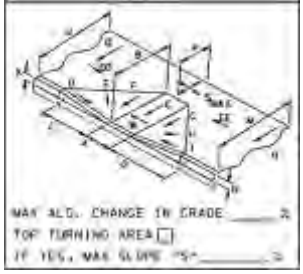
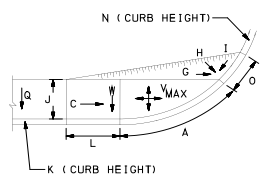
BENNER ST & OAKLAND ST, PennDOT Location
ID # 19

☐ TYPE 1



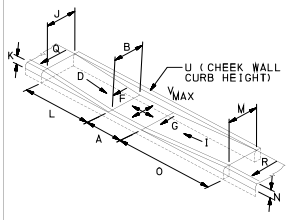
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



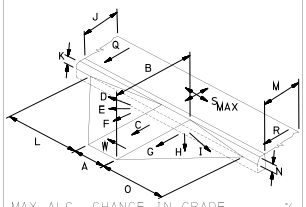
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



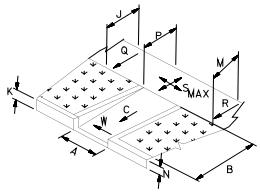
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



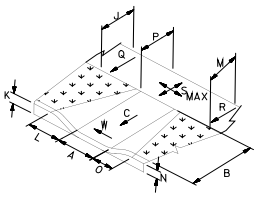
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



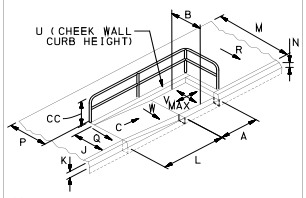
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



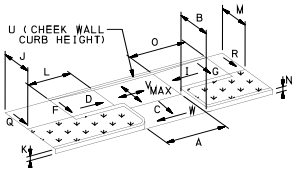
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



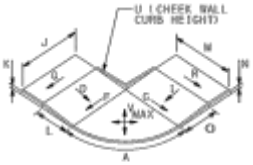
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



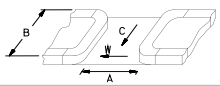
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

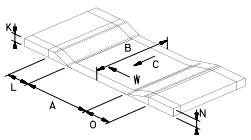
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	44	(IN)	
*	C	7.20	(%)	
*	D	9.60	(%)	
	E	8.00	(%)	
*	F	5.80	(%)	
*	G	7.40	(%)	
	H	9.00	(%)	
*	I	9.00	(%)	
*	J	60	(IN)	
	K	3	(IN)	
	L	33	(IN)	
*	M	60	(IN)	
	N	3	(IN)	
	O	30	(IN)	
*	P	52	(IN)	
*	Q	0.80	(%)	
*	R	1.30	(%)	
*	S	0.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.80	(%)	
*	EE	1.70	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

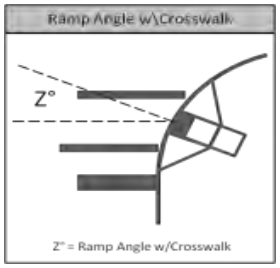
C-06-101-60000-OAKLANDSt-BENNERSt-OAKLANDSt-BENNERSt-2023-07-10-19-Type1

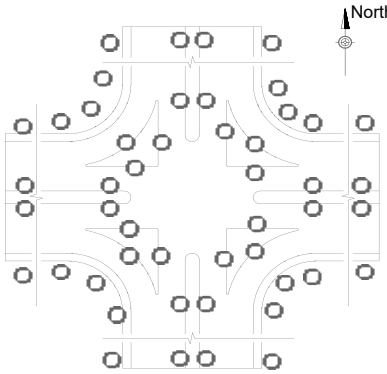
▲ **NOTE: If additional space for typed comments is required, please use**

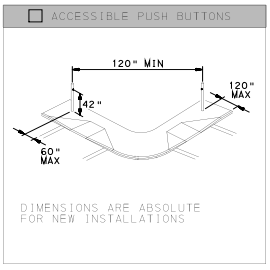
pennsylvania
DEPARTMENT OF TRANSPORTATION

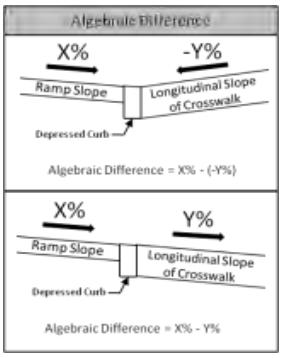
BENNER ST & SAUL ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.70	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		11	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	1	2			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg		(segment)	(offset)		
*North Leg Desc.					
*East Leg	BENNER	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	SAUL	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	BENNER	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





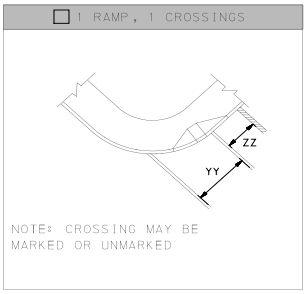


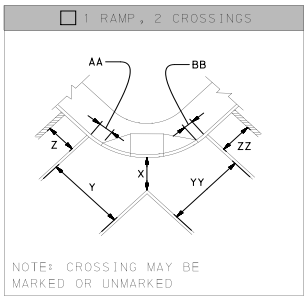


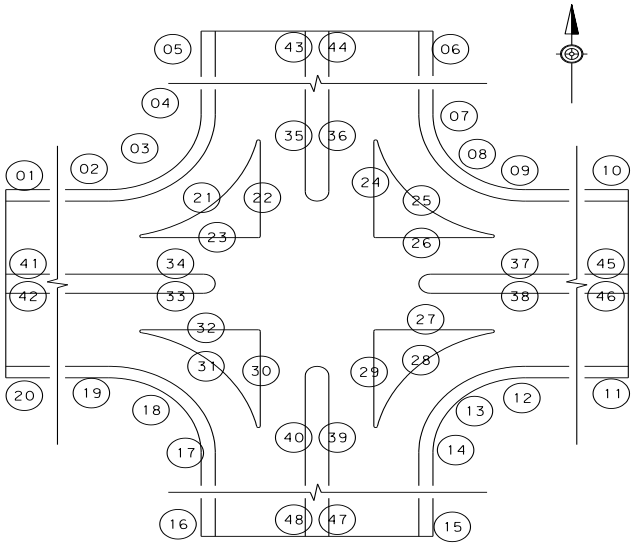
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-BENNERSt-SAULSt-BENNERSt-2023-07-10-14-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions

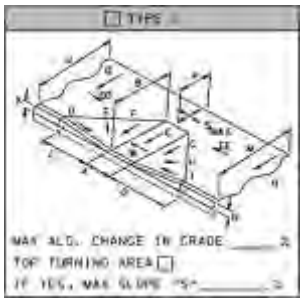




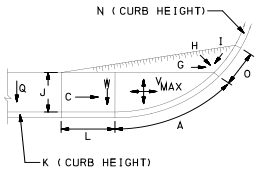


BENNER ST & SAUL ST, PennDOT Location ID # 14

TYPE 1

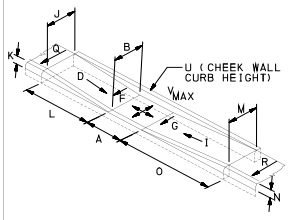


TYPE 1A



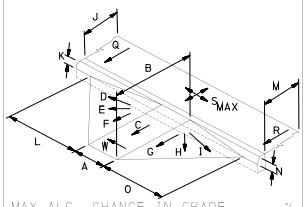
MAX ALG. CHANGE IN GRADE ____ %

TYPE 2



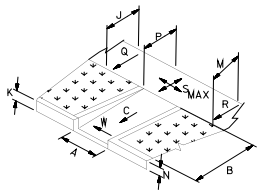
MAX ALG. CHANGE IN GRADE ____ %

TYPE 3



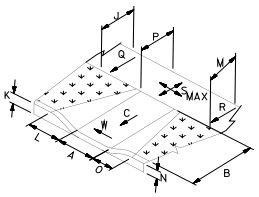
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" ____ %

TYPE 4



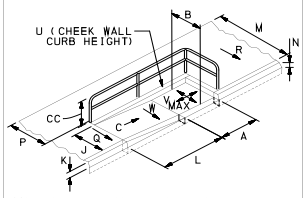
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" ____ %

TYPE 4A



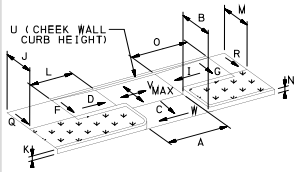
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" ____ %

TYPE 5



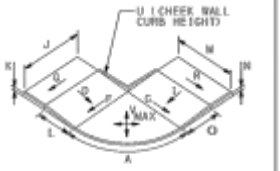
MAX ALG. CHANGE IN GRADE ____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT ____ INCHES

TYPE 6



MAX ALG. CHANGE IN GRADE ____ %

[redacted]



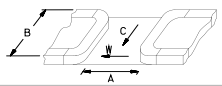
MAX ALG. CHANGE IN GRADE ____ %

NON-TYPICAL

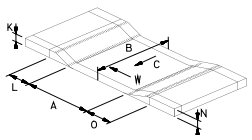
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE ____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN



TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	62	(IN)	
*	C	6.80	(%)	
*	D	7.80	(%)	
	E	9.10	(%)	
*	F	8.20	(%)	
*	G	6.80	(%)	
	H	6.40	(%)	
*	I	4.50	(%)	
*	J	135	(IN)	
	K	2	(IN)	
	L	36	(IN)	
*	M	135	(IN)	
	N	3	(IN)	
	O	37	(IN)	
*	P	48	(IN)	
*	Q	1.30	(%)	
*	R	1.00	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	cannot be completed
*	Z		(IN)	
*	ZZ	999	(IN)	cannot be completed
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.30	(%)	
*	EE	2.70	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

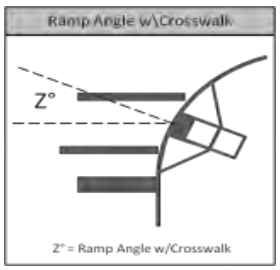
C-06-101-60000-BENNERSt-SAULSt-BENNERSt-2023-07-10-14-Type1

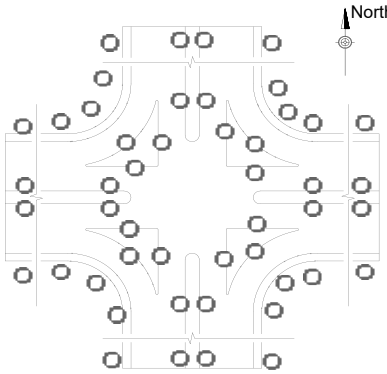
▲ **NOTE: If additional space for typed comments is required, please use**

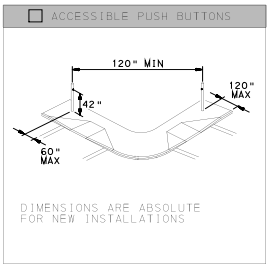
pennsylvania
DEPARTMENT OF TRANSPORTATION

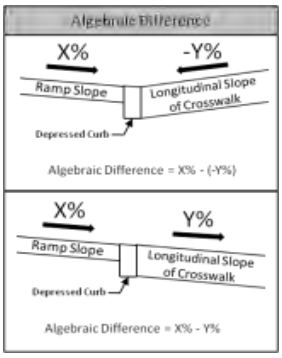
BENNER ST & SAUL ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.20	%	0.70	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		19	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 1					
*North Leg		(segment)	(offset)			
*North Leg Desc.						
*East Leg	BENNER	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	SAUL	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	BENNER	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





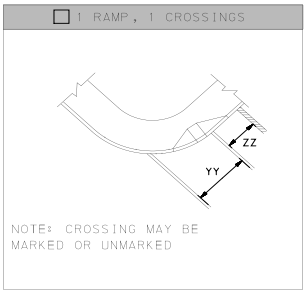


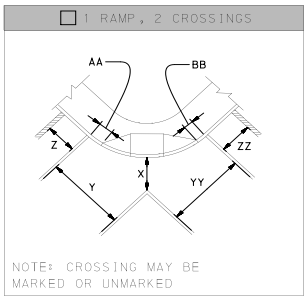


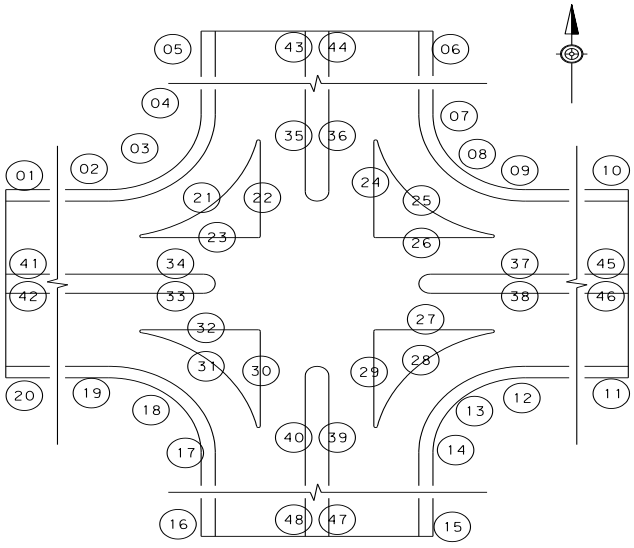
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-BENNERSt-SAULSt-BENNERSt-2023-07-10-17-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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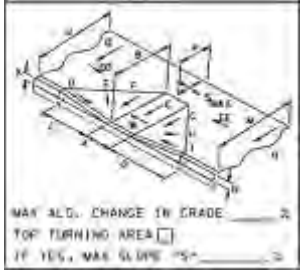
DEPARTMENT OF TRANSPORTATION

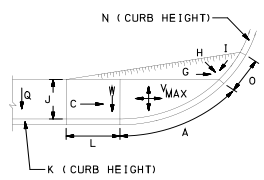
BENNER ST & SAUL ST, PennDOT Location ID # 17

☐ TYPE 1



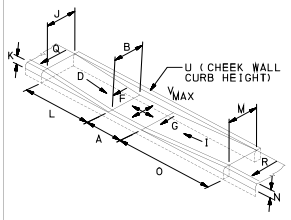
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



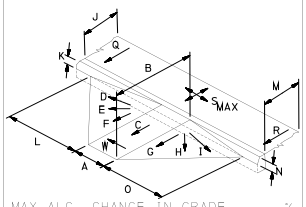
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



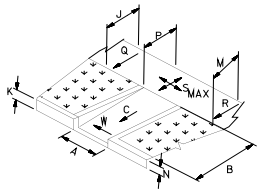
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



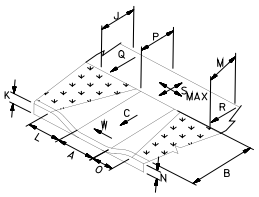
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



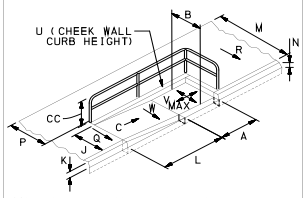
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



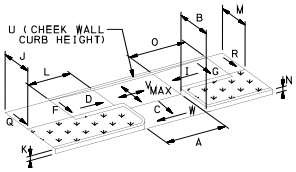
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



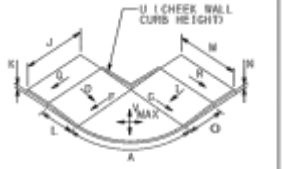
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



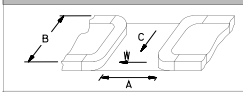
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

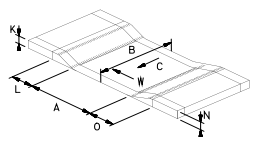
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	46	(IN)	
*	C	4.50	(%)	
*	D	7.00	(%)	
	E	6.70	(%)	
*	F	5.50	(%)	
*	G	4.20	(%)	
	H	4.50	(%)	
*	I	3.60	(%)	
*	J	60	(IN)	
	K	4	(IN)	
	L	33	(IN)	
*	M	89	(IN)	
	N	3	(IN)	
	O	54	(IN)	
*	P	49	(IN)	
*	Q	0.20	(%)	
*	R	0.90	(%)	
*	S	0.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.00	(%)	
*	EE	1.50	(%)	

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	3.20 (%)

▲ **NOTE: If additional space for typed comments is required, please use**

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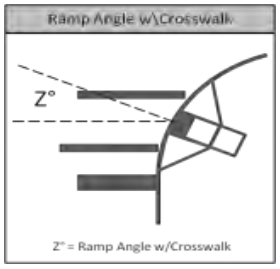
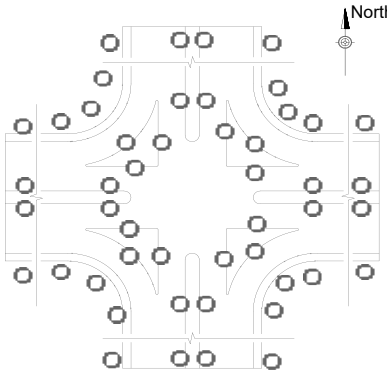
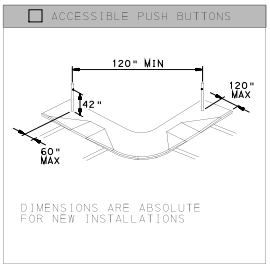
DEPARTMENT OF TRANSPORTATION

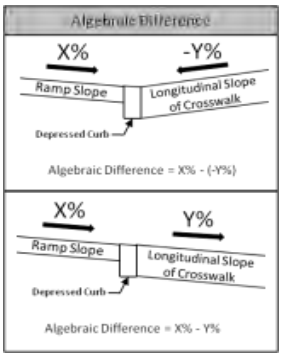
BINGHAM ST & E ROOSEVELT BLVD, PennDOT
Location ID # 7

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	eric long JJA					
Designer 2	na na					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Double Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	6.00	%	0.80	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		3	degrees	
Turning Maneuver at Top of Ramp (Smax)	NO	Comments:				
ECMS #		Alg Δ Grade (%)	9.9			
Intersection Ramp # of #	1	2				
*Ramp Location (Use Figure Below)	07					
*Curb Ramp Type	Type 4A					
*North Leg	BINGHAM	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E ROOSEVELT	(segment)	(offset)			
*East Leg Desc.	Blvd					
*South Leg		(segment)	(offset)			
*South Leg Desc.						
*West Leg	E ROOSEVELT	(segment)	(offset)			
*West Leg Desc.	Blvd					
Ramp Coordinates	Latitude					
	Longitude					





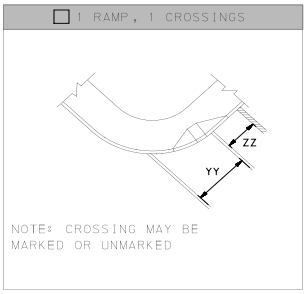


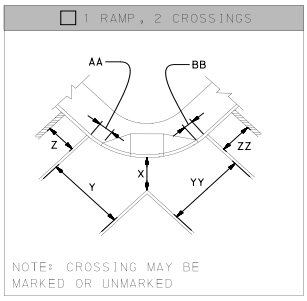


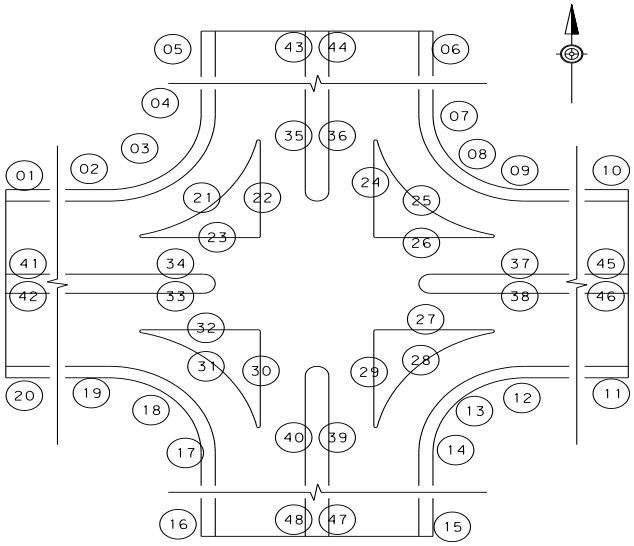
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-BINGHAMSt-EROOSEVELTBlvd-EROOSEVELTBlvd-2023-07-10-7-Type4A					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



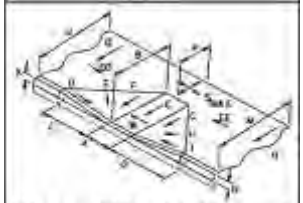




pennsylvania
DEPARTMENT OF TRANSPORTATION

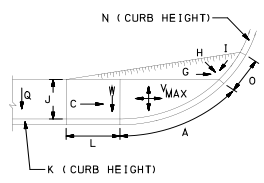
BINGHAM ST & E ROOSEVELT BLVD, PennDOT
Location ID # 7

☐ TYPE 1



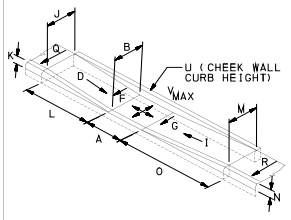
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



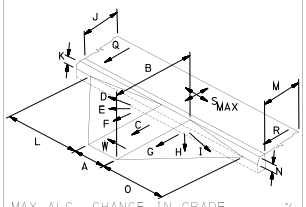
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



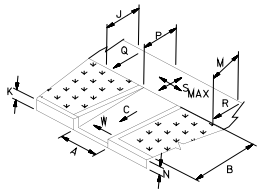
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



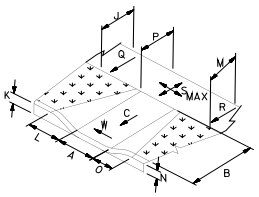
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



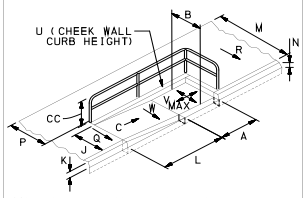
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



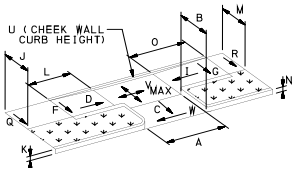
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



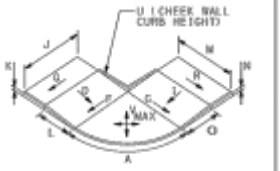
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DRIVEWAY TRANSITION



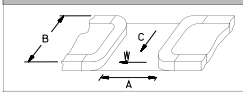
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

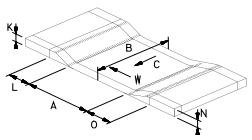
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	72	(IN)	
*	B	80	(IN)	
*	C	2.30	(%)	
*	D		(%)	
	E		(%)	
*	F		(%)	
*	G		(%)	
	H		(%)	
*	I		(%)	
*	J	60	(IN)	
	K	3	(IN)	
	L	32	(IN)	
*	M	100	(IN)	
	N	4	(IN)	
	O	34	(IN)	
*	P	999	(IN)	na
*	Q	1.20	(%)	
*	R	2.20	(%)	
*	S		(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.60	(%)	
*	X	48	(IN)	
*	Y	120	(IN)	
*	YY	120	(IN)	
*	Z	48	(IN)	
*	ZZ	48	(IN)	
*	AA	24	(IN)	
*	BB	24	(IN)	
	CC		(IN)	
*	DD		(%)	
*	EE		(%)	

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

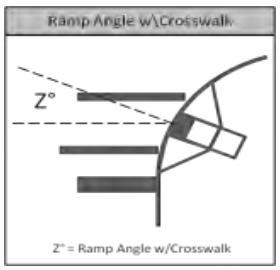
C-06-101-60000-BINGHAMSt-EROOSEVELTBlvd-EROOSEVELTBlvd-2023-07-10-7-Type4A

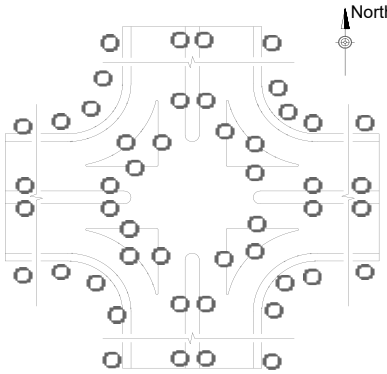
▲ **NOTE: If additional space for typed comments is required, please use**

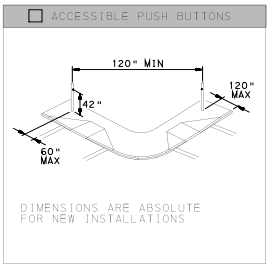
pennsylvania
DEPARTMENT OF TRANSPORTATION

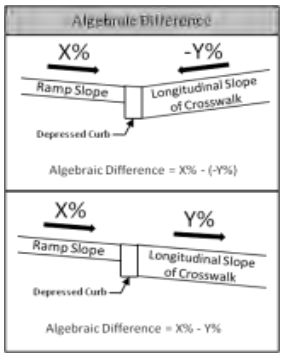
BINGHAM ST & E ROOSEVELT BLVD, PennDOT
Location ID # 9

*Date of Design (yyyy mm dd)	2022	12	05			
Designer 1	eric long jja					
Designer 2	Nan na					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	0.50	%	1.70	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		8	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	3.6			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		09				
*Curb Ramp Type	Type 1					
*North Leg	BINGHAM	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E ROOSEVELT	(segment)	(offset)			
*East Leg Desc.	Blvd					
*South Leg		(segment)	(offset)			
*South Leg Desc.						
*West Leg		(segment)	(offset)			
*West Leg Desc.						
Ramp Coordinates	Latitude					
	Longitude					





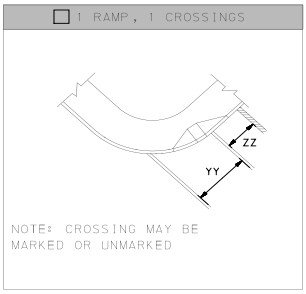


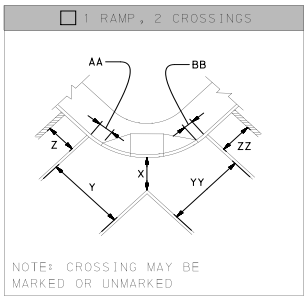


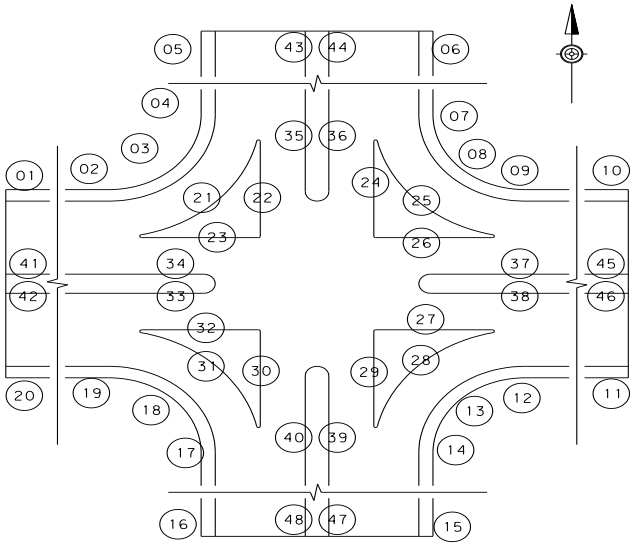
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)	1.50	Comments:	
Accessible Push Buttons	Accessible and Compliant		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-BINGHAMSt-EROOSEVELTBlvd-2022-12-05-9-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



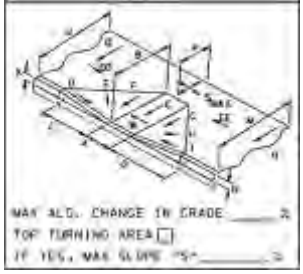




pennsylvania
DEPARTMENT OF TRANSPORTATION

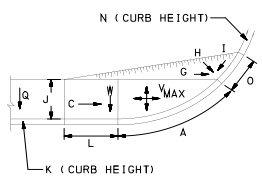
BINGHAM ST & E ROOSEVELT BLVD, PennDOT
Location ID # 9

☐ TYPE 1



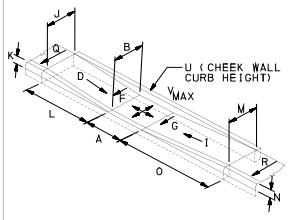
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



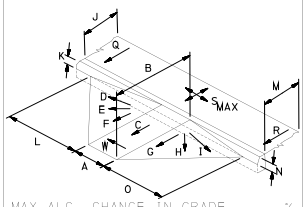
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



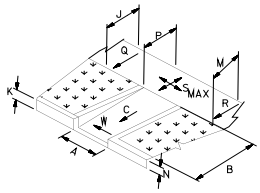
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



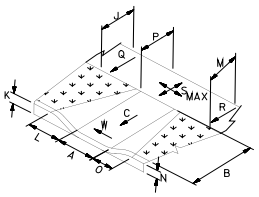
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



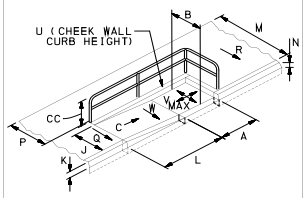
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



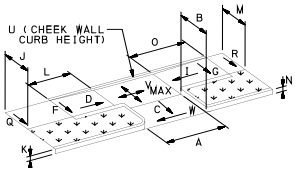
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



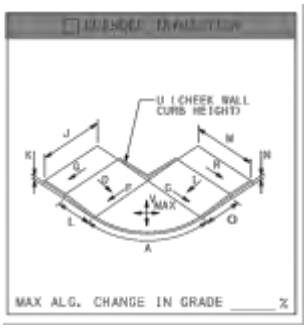
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DETAIL DRAWING



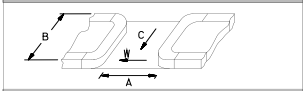
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

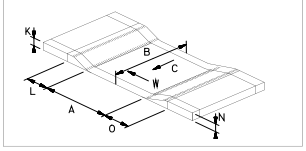
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	42	(IN)	
*	C	4.60	(%)	
*	D	999	(%)	rolled flare
	E	999	(%)	rolled flare
*	F	999	(%)	rolled flare
*	G	5.00	(%)	
	H	5.60	(%)	
*	I	6.50	(%)	
*	J	60	(IN)	
	K	4	(IN)	
	L	28	(IN)	
*	M	100	(IN)	
	N	2	(IN)	
	O	30	(IN)	
*	P	48	(IN)	
*	Q	1.20	(%)	
*	R	2.20	(%)	
*	S	1.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	2.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	144	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.20	(%)	
*	EE	2.40	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

▲ **NOTE: If additional space for typed comments is required, please use**

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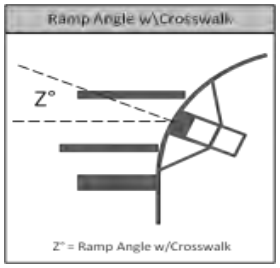
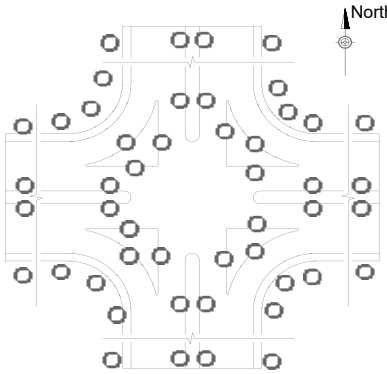
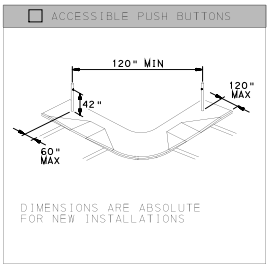
DEPARTMENT OF TRANSPORTATION

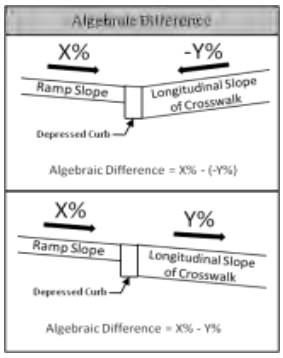
COMLY ST & SAUL ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	0.50	%	1.80	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		7	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	3	8			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				
*North Leg	SAUL	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	COMLY	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	SAUL	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	COMLY	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





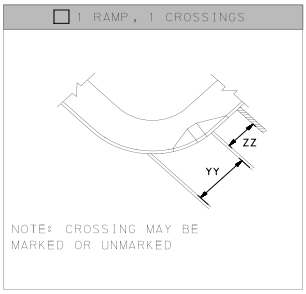


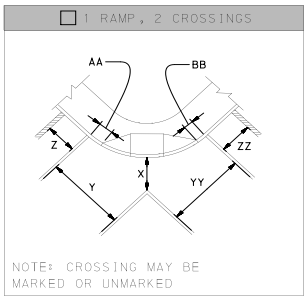


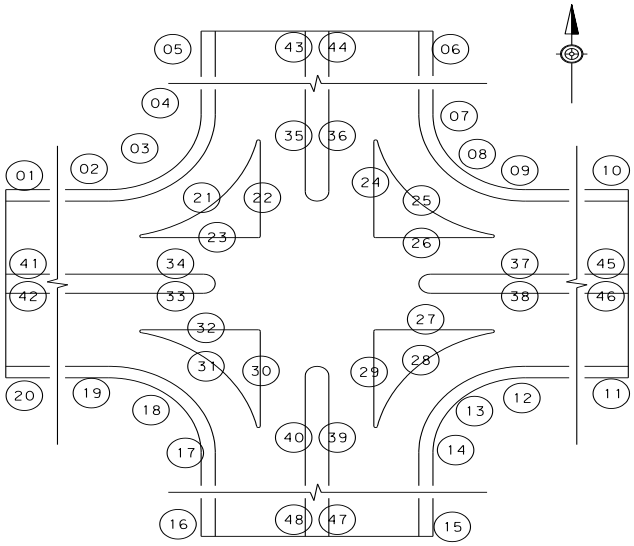
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-SAULSt-COMLYSt-SAULSt-COMLYSt-2023-07-10-2-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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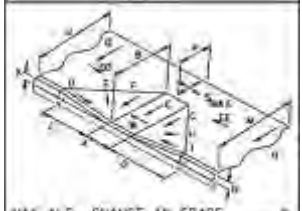
DEPARTMENT OF TRANSPORTATION

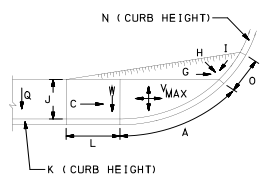
COMLY ST & SAUL ST, PennDOT Location ID # 2

☐ TYPE 1



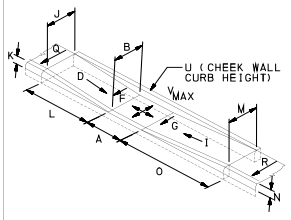
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



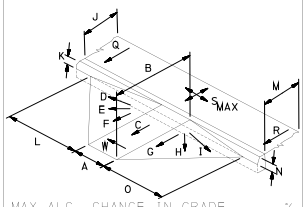
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



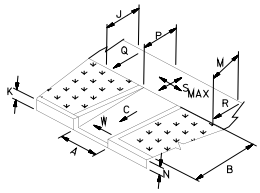
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



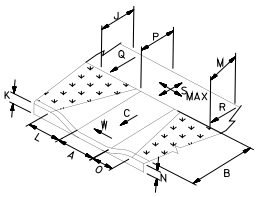
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



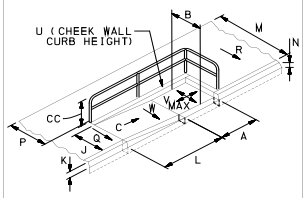
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



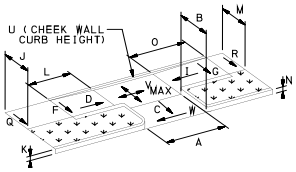
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



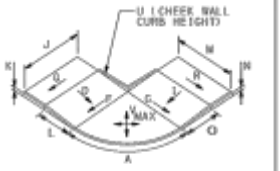
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



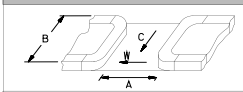
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

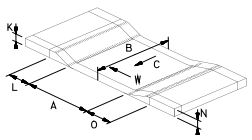
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	48	(IN)	
*	C	5.90	(%)	
*	D	8.00	(%)	
	E	9.80	(%)	
*	F	6.70	(%)	
*	G	8.00	(%)	
	H	7.10	(%)	
*	I	5.10	(%)	
*	J	135	(IN)	
	K	3	(IN)	
	L	34	(IN)	
*	M	130	(IN)	
	N	2	(IN)	
	O	27	(IN)	
*	P	49	(IN)	
*	Q	2.70	(%)	
*	R	2.10	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.70	(%)	
*	EE	3.20	(%)	

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	5.00	(%)

C-06-101-60000-SAULSt-COMLYSt-SAULSt-COMLYSt-2023-07-10-2-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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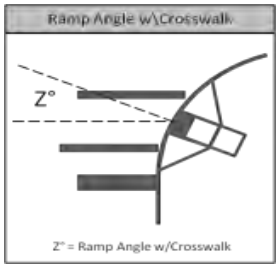
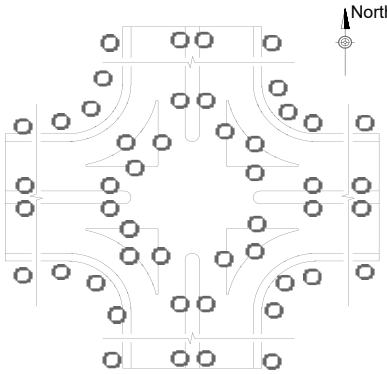
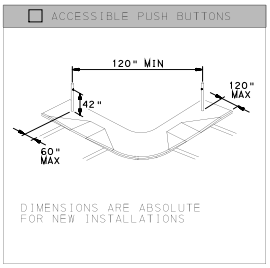
DEPARTMENT OF TRANSPORTATION

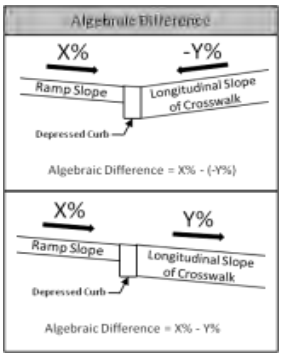
COMLY ST & SAUL ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.10	%	0.80	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		17	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	4	8			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				
*North Leg	SAUL	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	COMLY	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	SAUL	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	COMLY	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





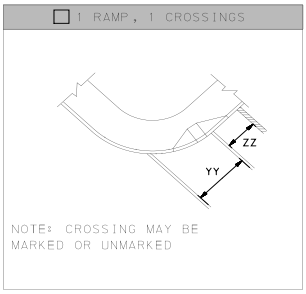


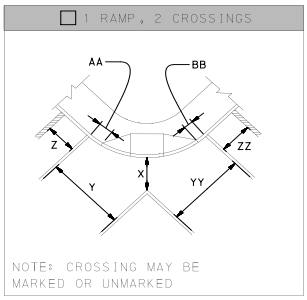


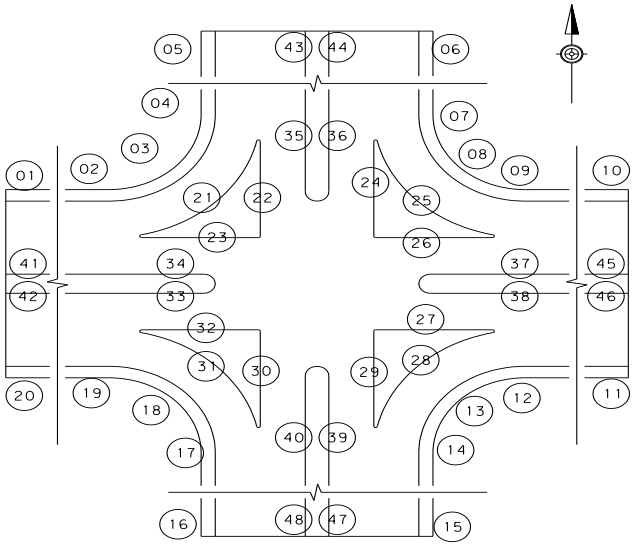
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-SAULSt-COMLYSt-SAULSt-COMLYSt-2023-07-10-4-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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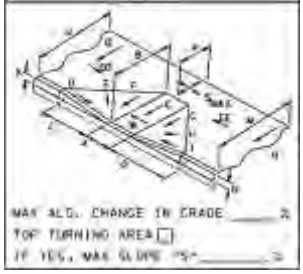
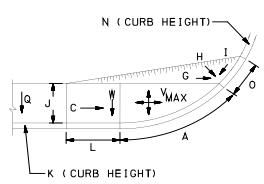
COMLY ST & SAUL ST, PennDOT Location ID # 4

☐ TYPE 1



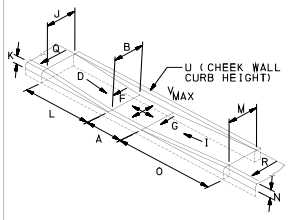
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



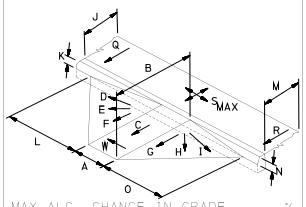
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



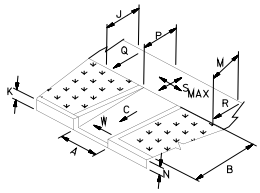
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



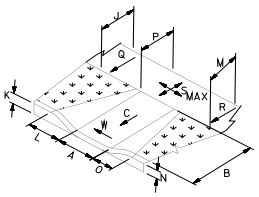
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



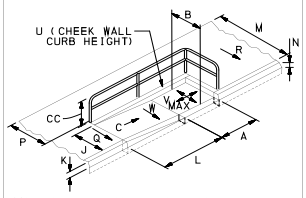
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



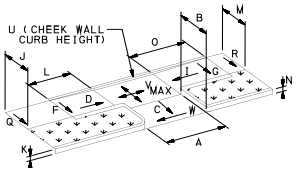
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



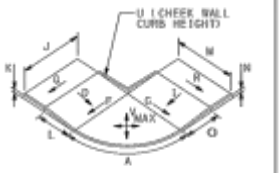
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



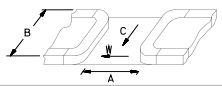
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

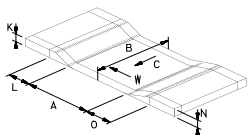
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	59	(IN)
*	C	3.30	(%)
*	D	3.40	(%)
	E	3.90	(%)
*	F	3.90	(%)
*	G	4.10	(%)
	H	7.10	(%)
*	I	5.70	(%)
*	J	135	(IN)
	K	2	(IN)
	L	34	(IN)
*	M	130	(IN)
	N	3	(IN)
	O	46	(IN)
*	P	49	(IN)
*	Q	2.70	(%)
*	R	2.10	(%)
*	S	1.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.10	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.70	(%)
*	EE	3.20	(%)

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	5.00	(%)

Comments ▲

C-06-101-60000-SAULSt-COMLYSt-SAULSt-COMLYSt-2023-07-10-4-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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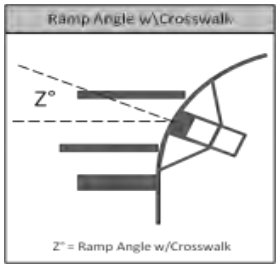
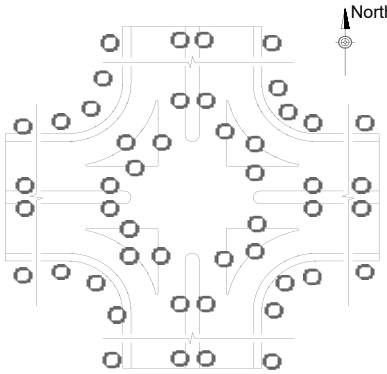
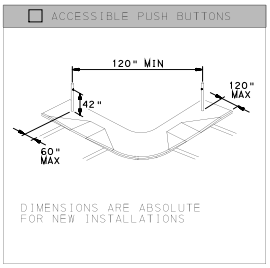
DEPARTMENT OF TRANSPORTATION

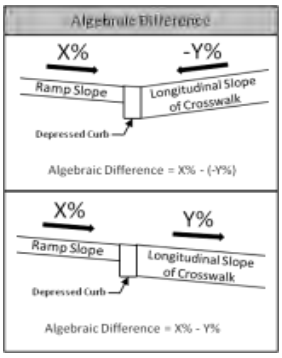
COMLY ST & SAUL ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2021	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.30	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		16	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	4.5		
Intersection Ramp # of #	5	8			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				
*North Leg	SAUL	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	COMLY	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	SAUL	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	COMLY	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





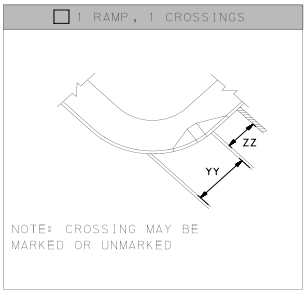


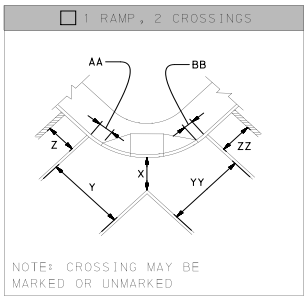


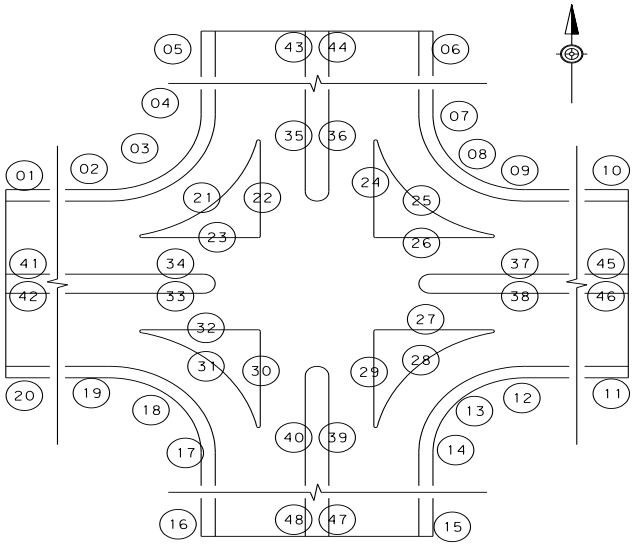
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-SAULSt-COMLYSt-SAULSt-COMLYSt-2021-07-10-7-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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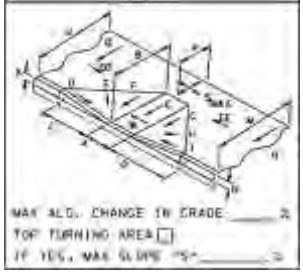
DEPARTMENT OF TRANSPORTATION

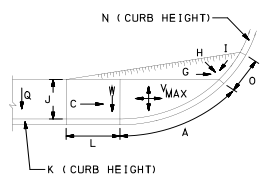
COMLY ST & SAUL ST, PennDOT Location ID # 7

☐ TYPE 1



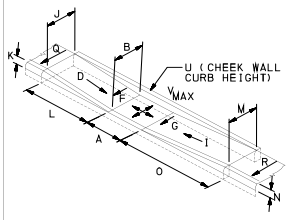
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



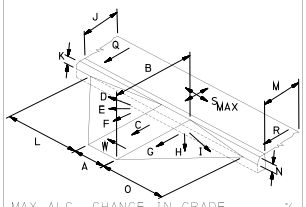
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



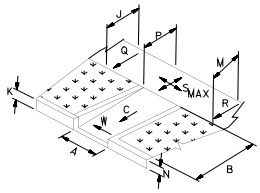
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



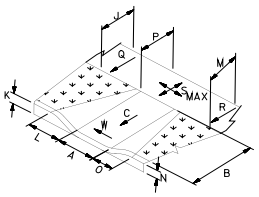
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



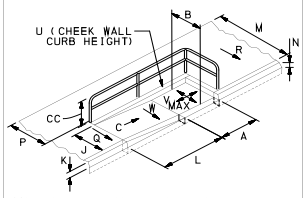
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



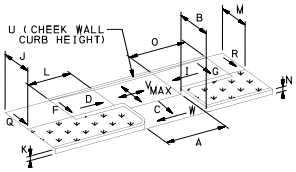
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



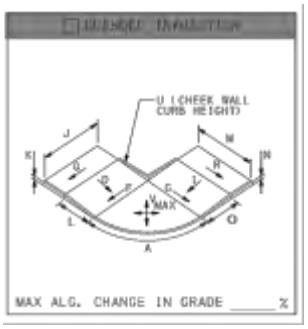
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



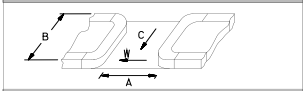
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



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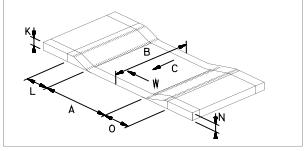

	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	39	(IN)	
*	C	4.20	(%)	
*	D	5.60	(%)	
	E	5.50	(%)	
*	F	3.40	(%)	
*	G	3.50	(%)	
	H	3.20	(%)	
*	I	2.60	(%)	
*	J	88	(IN)	
	K	2	(IN)	
	L	31	(IN)	
*	M	88	(IN)	
	N	3	(IN)	
	O	34	(IN)	
*	P	66	(IN)	
*	Q	0.50	(%)	
*	R	2.40	(%)	
*	S	1.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.90	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	cannot be completed
*	Z		(IN)	
*	ZZ	999	(IN)	cannot be completed
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.40	(%)	
*	EE	1.80	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-SAULSt-COMLYSt-SAULSt-COMLYSt-2021-07-10-7-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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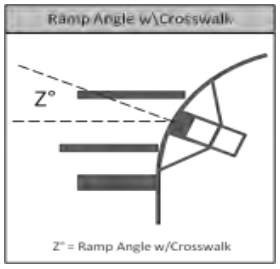
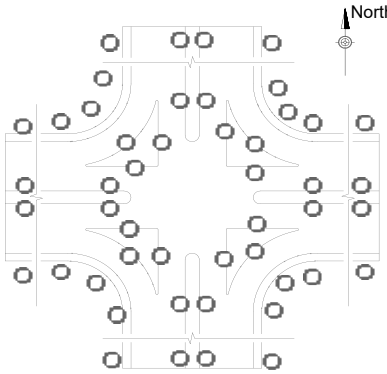
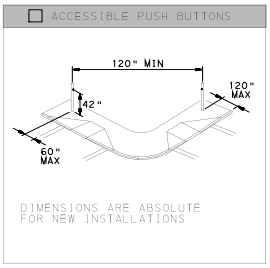
DEPARTMENT OF TRANSPORTATION

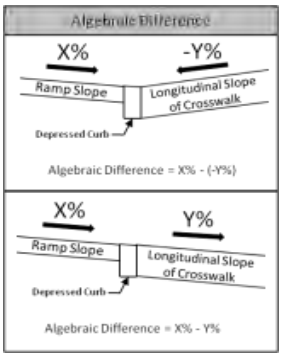
COMLY ST & SAUL ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.70	%	0.80	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		7	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	4.1		
Intersection Ramp # of #	6	8			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				
*North Leg	SAUL	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	COMLY	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	SAUL	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	COMLY	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





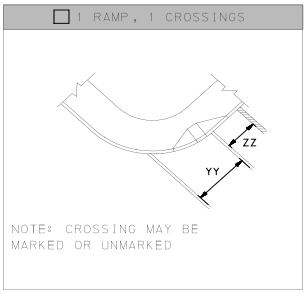


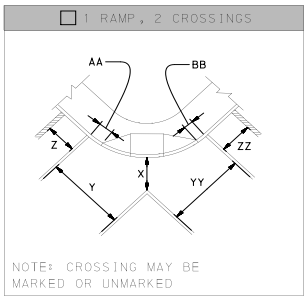


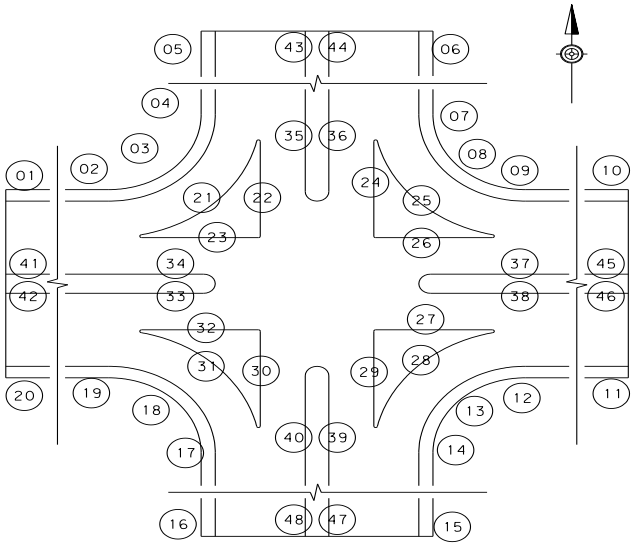
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-SAULSt-COMLYSt-SAULSt-COMLYSt-2023-07-10-9-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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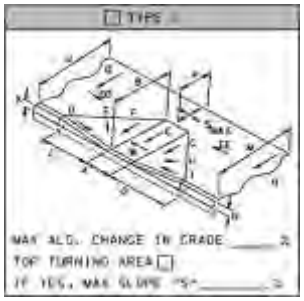
DEPARTMENT OF TRANSPORTATION

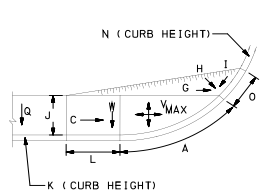
COMLY ST & SAUL ST, PennDOT Location ID # 9

☐ TYPE 1



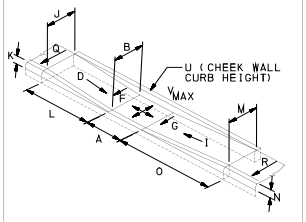
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



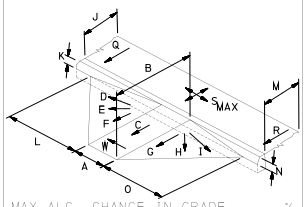
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



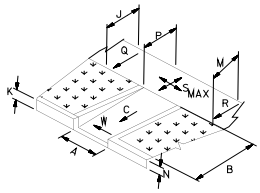
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



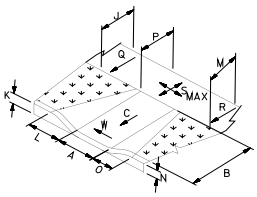
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



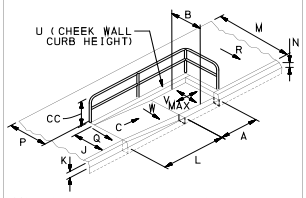
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



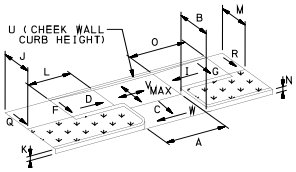
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



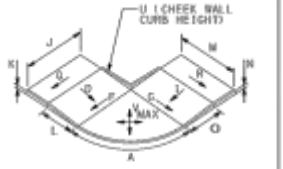
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



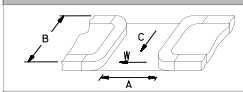
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

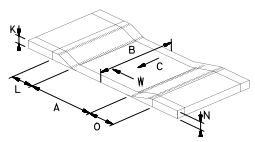
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	41	(IN)	
*	C	6.70	(%)	
*	D	7.00	(%)	
	E	8.20	(%)	
*	F	8.00	(%)	
*	G	7.10	(%)	
	H	6.40	(%)	
*	I	4.10	(%)	
*	J	88	(IN)	
	K	3	(IN)	
	L	39	(IN)	
*	M	88	(IN)	
	N	3	(IN)	
	O	33	(IN)	
*	P	64	(IN)	
*	Q	0.50	(%)	
*	R	2.40	(%)	
*	S	1.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.80	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	cannot be completed
*	Z		(IN)	
*	ZZ	999	(IN)	cannot be completed
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.40	(%)	
*	EE	1.80	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

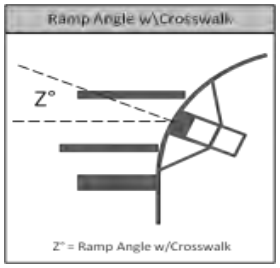
C-06-101-60000-SAULSt-COMLYSt-SAULSt-COMLYSt-2023-07-10-9-Type1

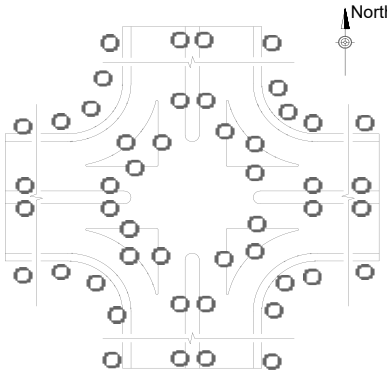
▲ **NOTE: If additional space for typed comments is required, please use**

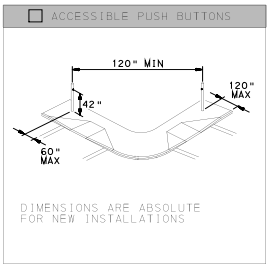
pennsylvania
DEPARTMENT OF TRANSPORTATION

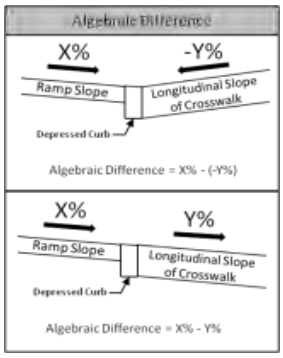
COMLY ST & SAUL ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	0.70	%	1.20	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		7	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	7	8			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				
*North Leg	SAUL	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	COMLY	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	SAUL	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	COMLY	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





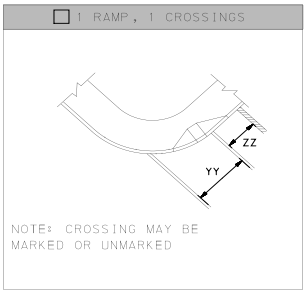


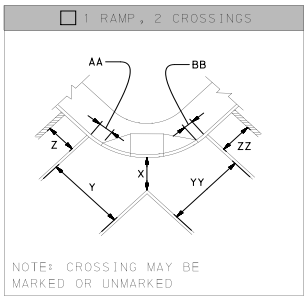


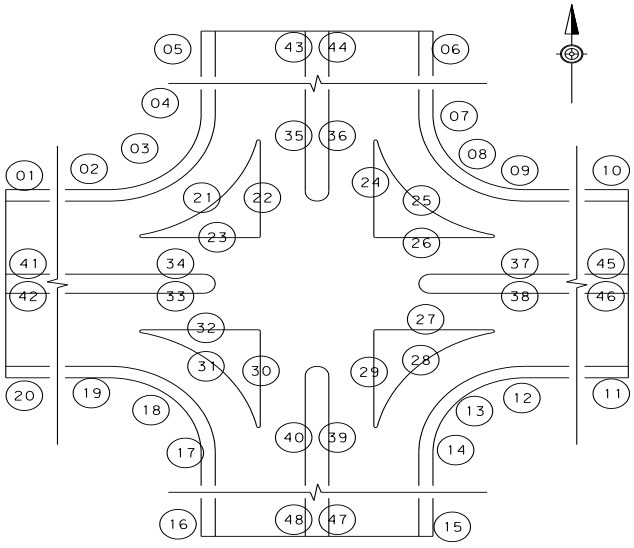
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-SAULSt-COMLYSt-SAULSt-COMLYSt-2023-07-10-12-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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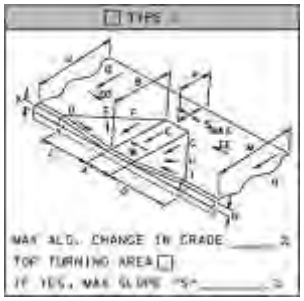
DEPARTMENT OF TRANSPORTATION

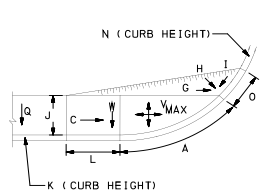
COMLY ST & SAUL ST, PennDOT Location ID # 12

☐ TYPE 1



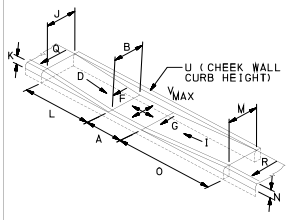
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



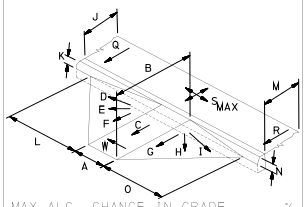
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



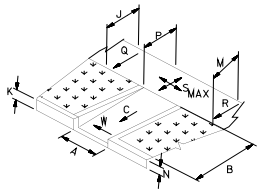
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



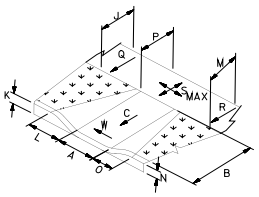
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



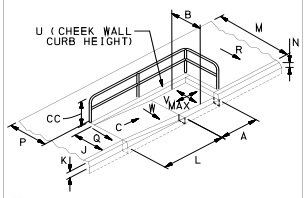
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



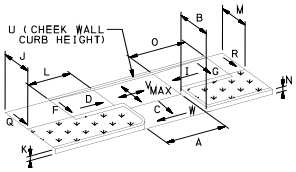
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



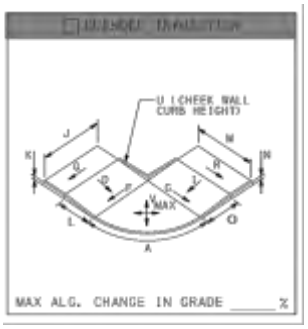
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DRIVEWAY DEPRESSION



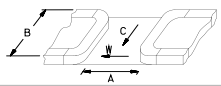
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

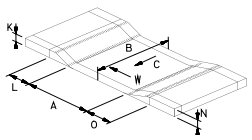
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	45	(IN)	
*	C	7.20	(%)	
*	D	3.60	(%)	
	E	5.90	(%)	
*	F	7.00	(%)	
*	G	8.20	(%)	
	H	9.80	(%)	
*	I	8.90	(%)	
*	J	84	(IN)	
	K	2	(IN)	
	L	27	(IN)	
*	M	87	(IN)	
	N	2	(IN)	
	O	32	(IN)	
*	P	62	(IN)	
*	Q	1.90	(%)	
*	R	0.30	(%)	
*	S	0.60	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	cannot be completed
*	Z		(IN)	
*	ZZ	999	(IN)	cannot be completed
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.10	(%)	
*	EE	1.90	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

▲ **NOTE: If additional space for typed comments is required, please use**

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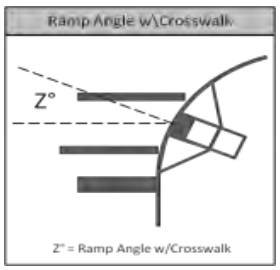
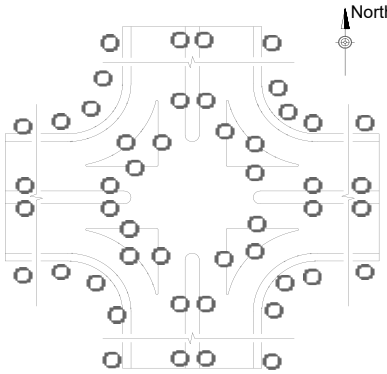
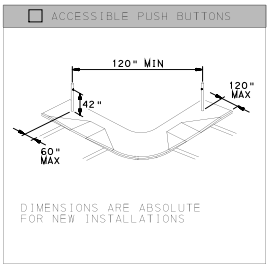
DEPARTMENT OF TRANSPORTATION

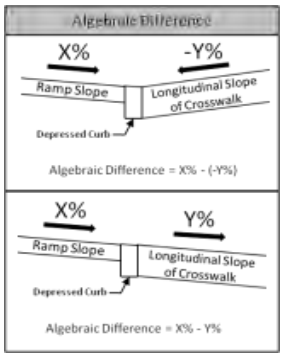
COMLY ST & SAUL ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.20	%	2.00	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		7	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	8	8				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					
*North Leg	SAUL	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	COMLY	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	SAUL	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	COMLY	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





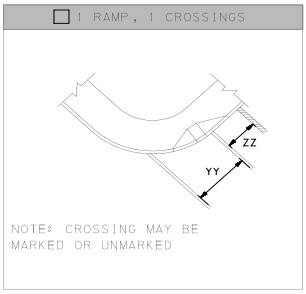


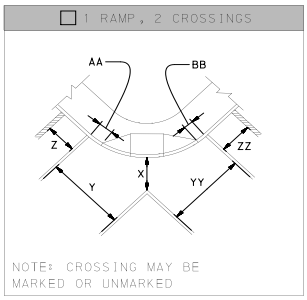


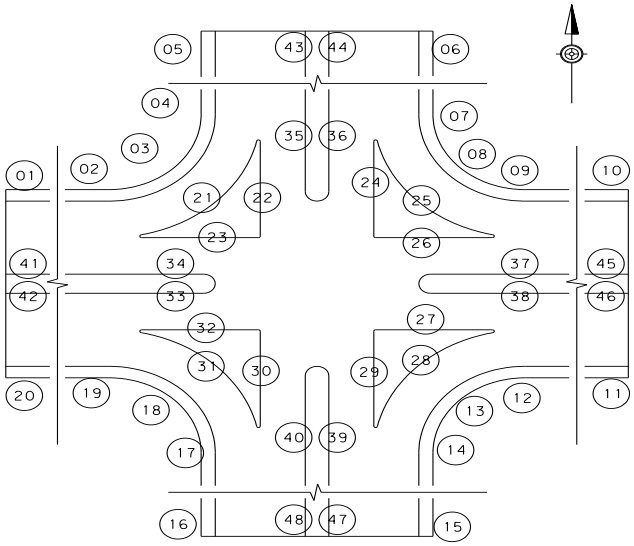
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-SAULSt-COMLYSt-SAULSt-COMLYSt-2023-07-10-14-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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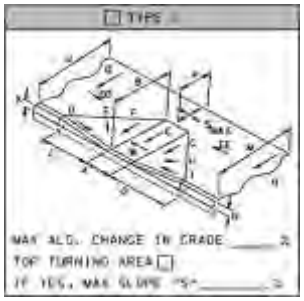
DEPARTMENT OF TRANSPORTATION

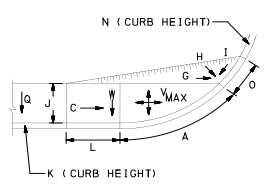
COMLY ST & SAUL ST, PennDOT Location ID # 14

☐ TYPE 1



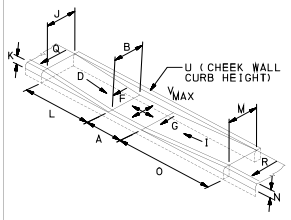
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



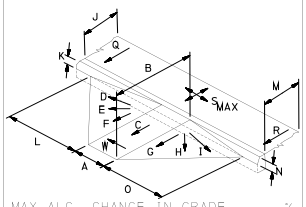
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



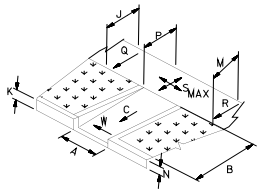
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



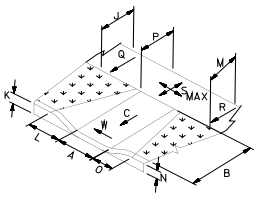
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



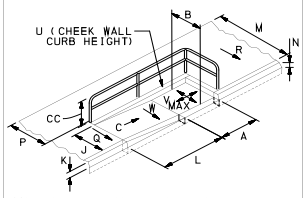
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



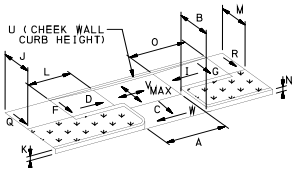
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



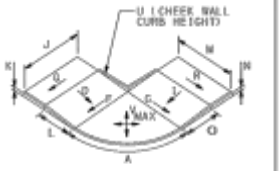
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DRIVE-IN ENTRANCE



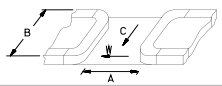
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

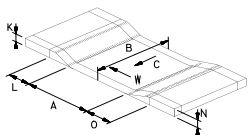
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	37	(IN)	
*	C	5.90	(%)	
*	D	6.50	(%)	
	E	6.30	(%)	
*	F	5.40	(%)	
*	G	4.80	(%)	
	H	6.30	(%)	
*	I	5.40	(%)	
*	J	84	(IN)	
	K	2	(IN)	
	L	36	(IN)	
*	M	87	(IN)	
	N	3	(IN)	
	O	43	(IN)	
*	P	63	(IN)	
*	Q	1.90	(%)	
*	R	0.30	(%)	
*	S	0.60	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.10	(%)	
*	EE	1.90	(%)	

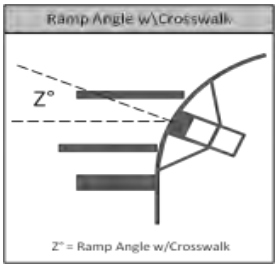
DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	2.70 (%)

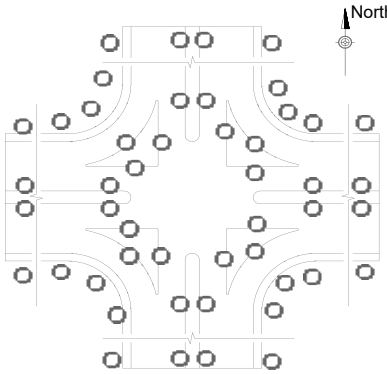
▲ **NOTE: If additional space for typed comments is required, please use**

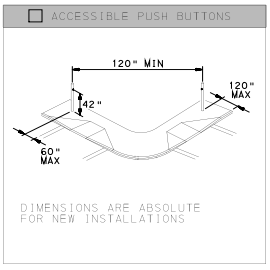
pennsylvania
DEPARTMENT OF TRANSPORTATION

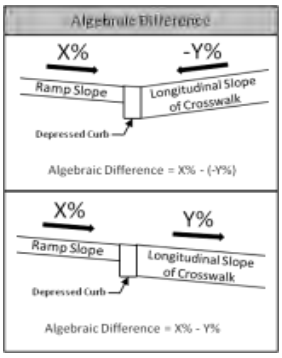
COMLY ST & SAUL ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.80	%	0.40	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		7	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	3.0			
Intersection Ramp # of #		1	8			
*Ramp Location (Use Figure Below)			17			
*Curb Ramp Type	Type 1					
*North Leg	COMLY	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	SAUL	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	COMLY	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	COMLY	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





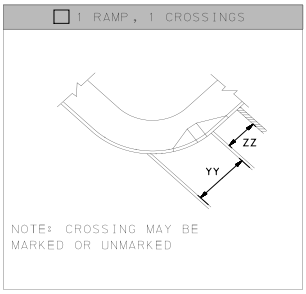


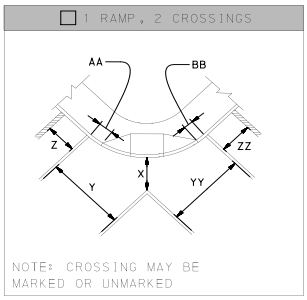


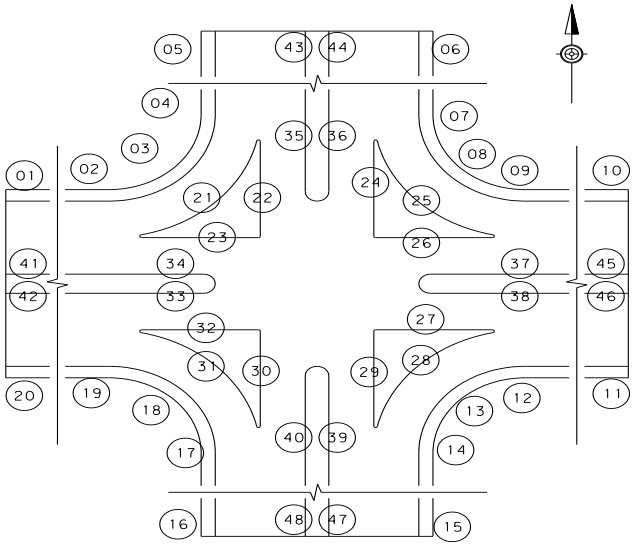
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-COMLYSt-SAULSt-COMLYSt-COMLYSt-2023-07-10-17-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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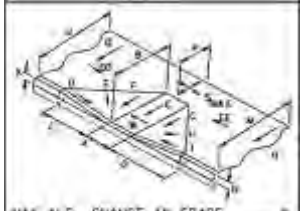
DEPARTMENT OF TRANSPORTATION

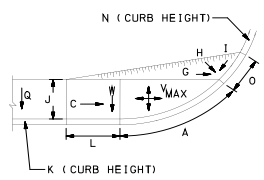
COMLY ST & SAUL ST, PennDOT Location ID # 17

TYPE 1



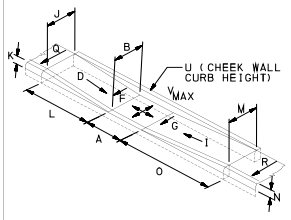
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 1A



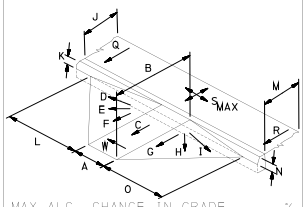
MAX ALG. CHANGE IN GRADE _____ %

TYPE 2



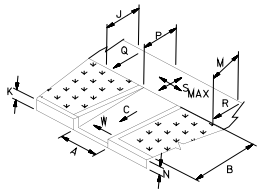
MAX ALG. CHANGE IN GRADE _____ %

TYPE 3



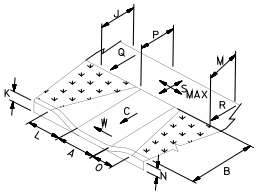
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4



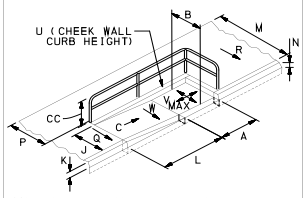
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



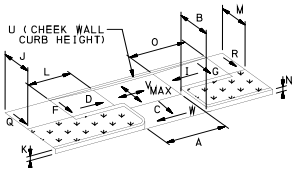
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 5



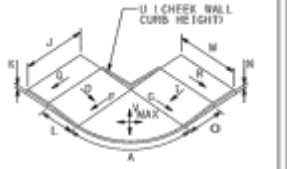
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

[redacted]



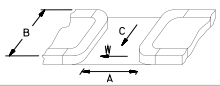
MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

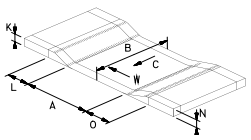
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN



TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	42	(IN)	
*	C	7.60	(%)	
*	D	1.20	(%)	
	E	5.30	(%)	
*	F	7.00	(%)	
*	G	6.20	(%)	
	H	7.00	(%)	
*	I	3.90	(%)	
*	J	60	(IN)	
	K	3	(IN)	
	L	35	(IN)	
*	M	60	(IN)	
	N	2	(IN)	
	O	32	(IN)	
*	P	48	(IN)	
*	Q	1.40	(%)	
*	R	0.30	(%)	
*	S	0.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.80	(%)	
*	EE	4.50	(%)	

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	4.20 (%)

▲ **NOTE: If additional space for typed comments is required, please use**

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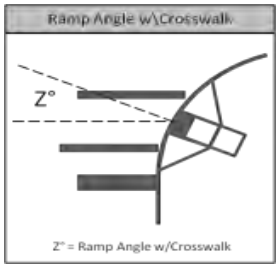
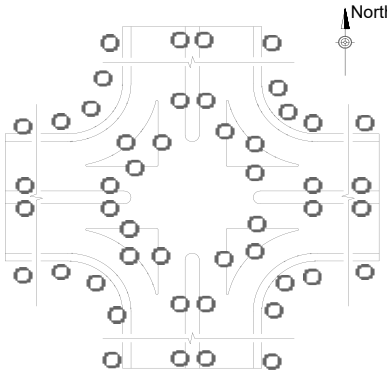
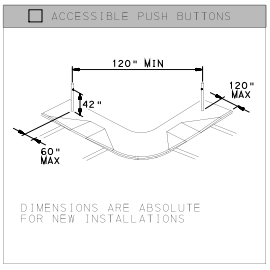
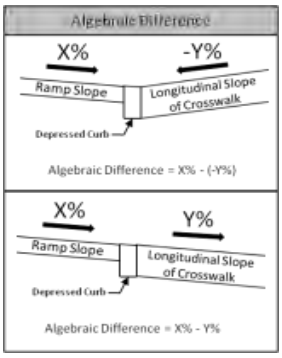
COMLY ST & SAUL ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.50	%	0.80	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		6	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	1.8		
Intersection Ramp # of #	2	8			
*Ramp Location (Use Figure Below)		19			
*Curb Ramp Type	Type 1				
*North Leg	COMLY	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	SAUL	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	COMLY	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	SAUL	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





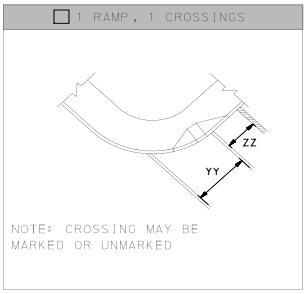


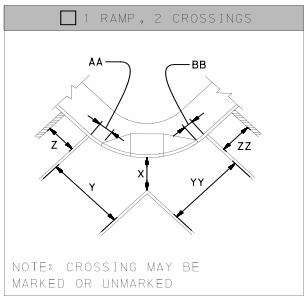


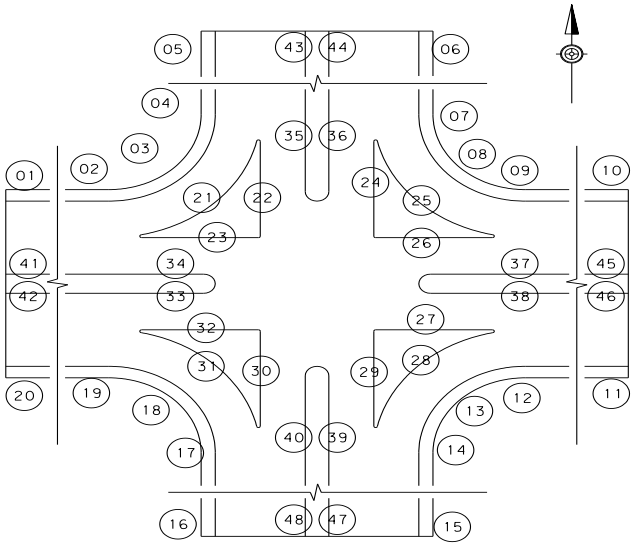
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-COMLYSt-SAULSt-COMLYSt-SAULSt-2023-07-10-19-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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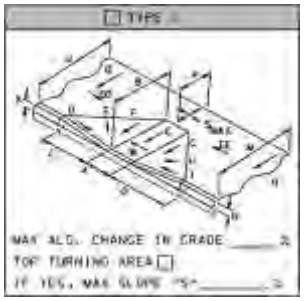
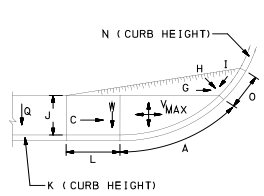
COMLY ST & SAUL ST, PennDOT Location ID # 19

☐ TYPE 1



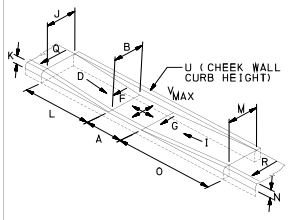
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



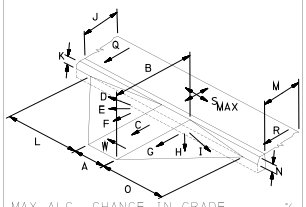
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



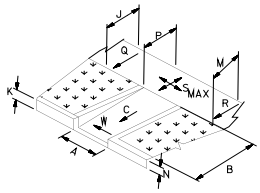
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



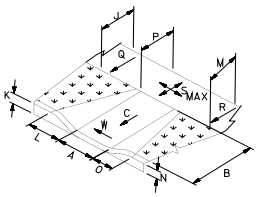
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



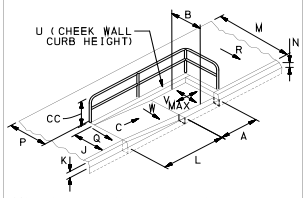
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



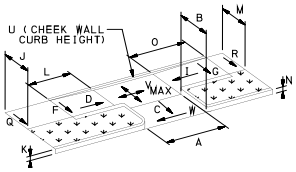
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



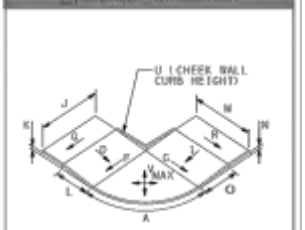
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



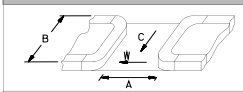
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

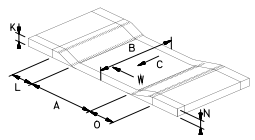
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	44	(IN)
*	C	4.30	(%)
*	D	0.70	(%)
	E	3.20	(%)
*	F	4.20	(%)
*	G	3.20	(%)
	H	6.40	(%)
*	I	7.40	(%)
*	J	60	(IN)
	K	2	(IN)
	L	34	(IN)
*	M	60	(IN)
	N	4	(IN)
	O	45	(IN)
*	P	52	(IN)
*	Q	1.40	(%)
*	R	0.30	(%)
*	S	0.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	57	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.80	(%)
*	EE	4.50	(%)

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	4.90 (%)

Comments ▲

▲ **NOTE: If additional space for typed comments is required, please use**

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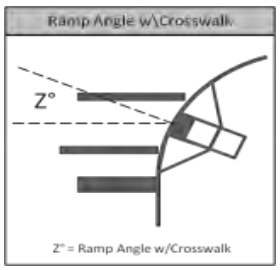
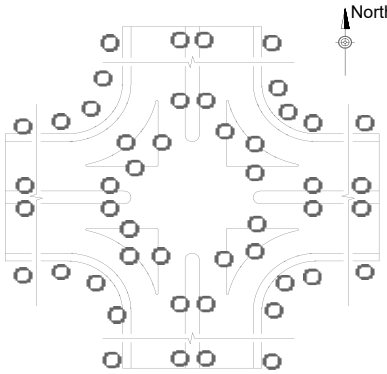
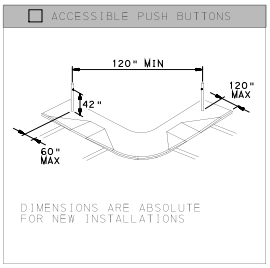
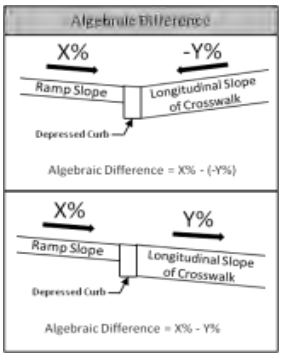
DYRE ST & LARGE ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	0.30	%	1.30	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		14	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	1	8			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				
*North Leg	LARGE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	DYRE	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	LARGE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	DYRE	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





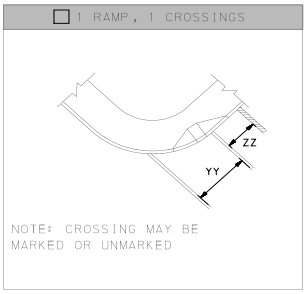


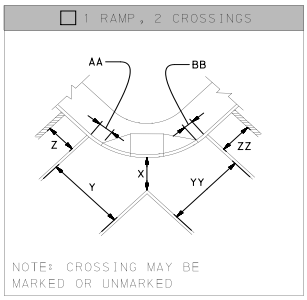


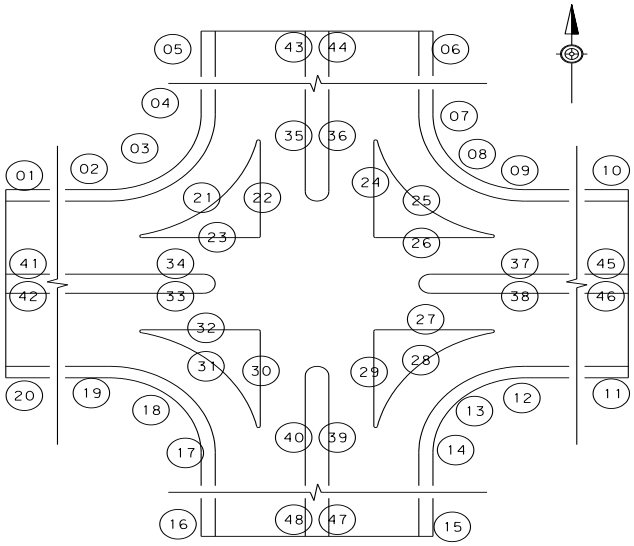
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-LARGESt-DYRESt-LARGESt-DYRESt-2023-07-10-2-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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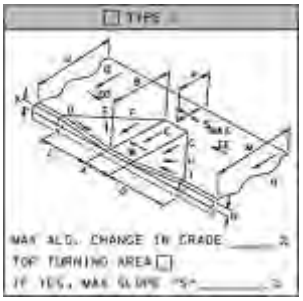
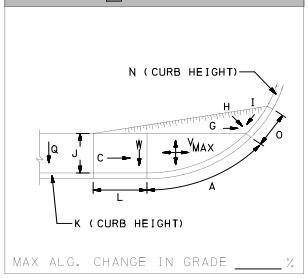
DYRE ST & LARGE ST, PennDOT Location ID # 2

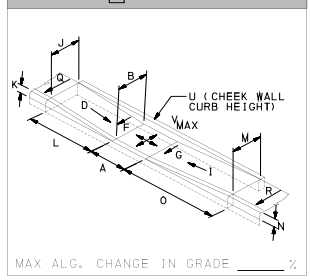
☐ TYPE 1



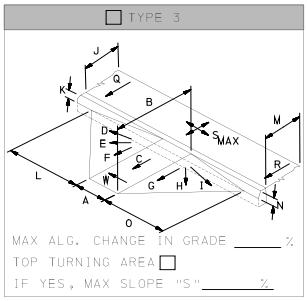
☐ TYPE 1A



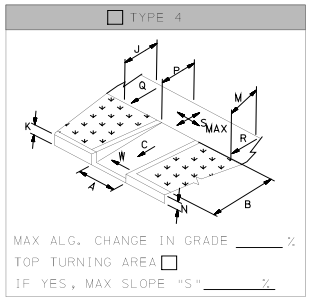
☐ TYPE 2



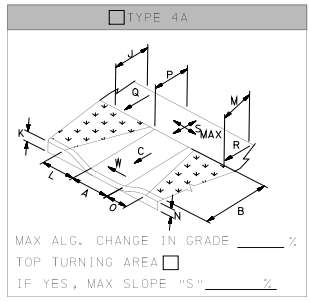
☐ TYPE 3



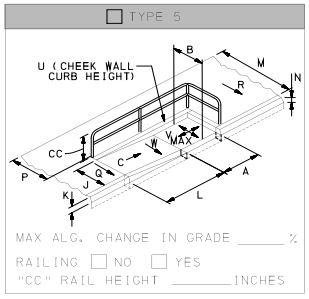
☐ TYPE 4



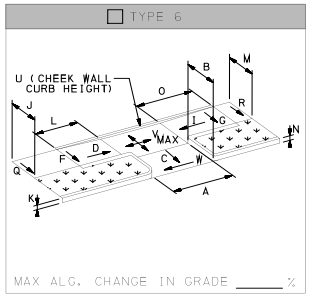
☐ TYPE 4A



☐ TYPE 5



☐ TYPE 6



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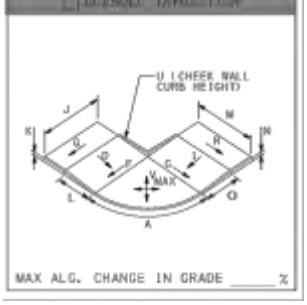
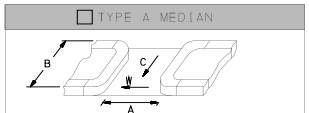


☐ NON-TYPICAL

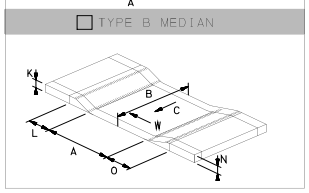
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	53	(IN)	
*	C	6.00	(%)	
*	D	8.50	(%)	
	E	7.70	(%)	
*	F	4.10	(%)	
*	G	5.20	(%)	
	H	5.60	(%)	
*	I	5.20	(%)	
*	J	100	(IN)	
	K	2	(IN)	
	L	39	(IN)	
*	M	103	(IN)	
	N	2	(IN)	
	O	27	(IN)	
*	P	59	(IN)	
*	Q	1.30	(%)	
*	R	1.40	(%)	
*	S	1.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	cannot be completed
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.20	(%)	
*	EE	0.30	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

▲ **NOTE: If additional space for typed comments is required, please use**

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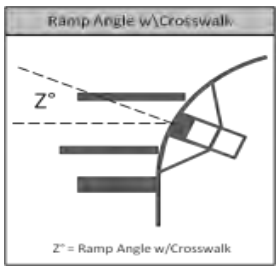
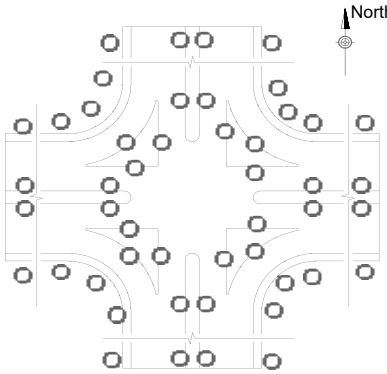
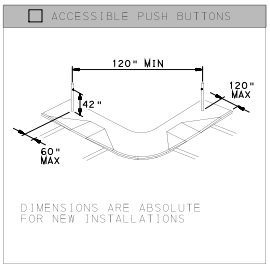
DEPARTMENT OF TRANSPORTATION

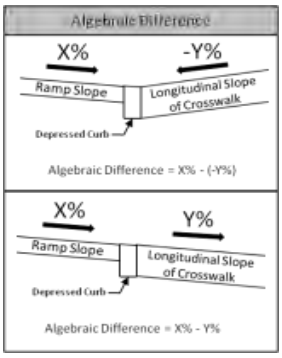
DYRE ST & LARGE ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.40	%	0.60	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		11	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	2	8				
*Ramp Location (Use Figure Below)		04				
*Curb Ramp Type	Type 1					
*North Leg	LARGE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	DYRE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	LARGE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	DYRE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





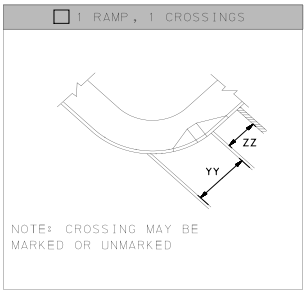


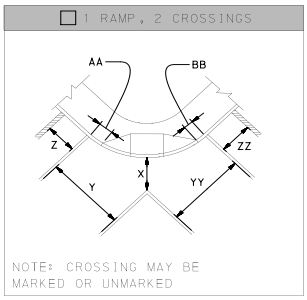


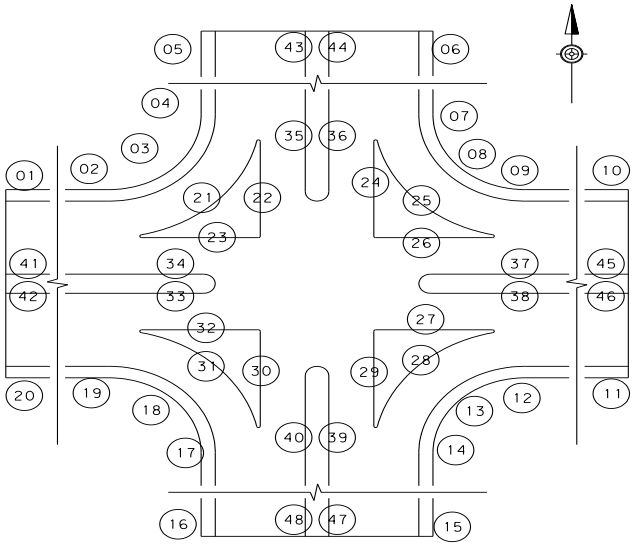
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-LARGESt-DYRESt-LARGESt-DYRESt-2023-07-10-4-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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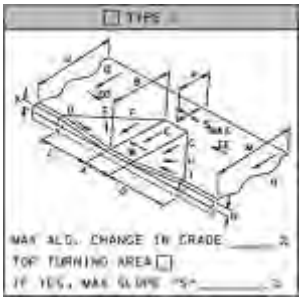
DEPARTMENT OF TRANSPORTATION

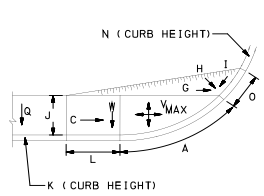
DYRE ST & LARGE ST, PennDOT Location ID # 4

☐ TYPE 1



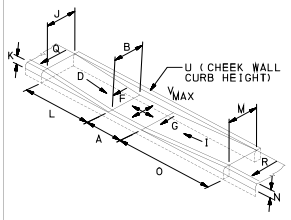
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



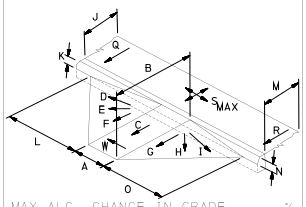
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



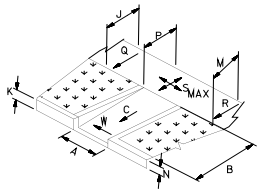
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



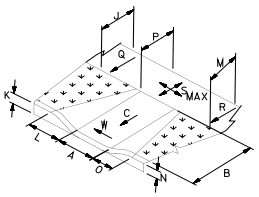
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



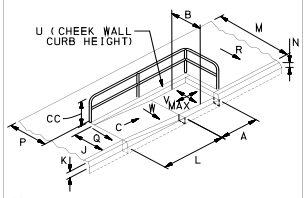
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



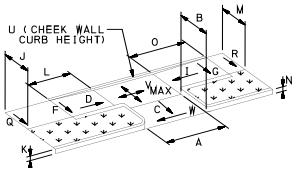
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



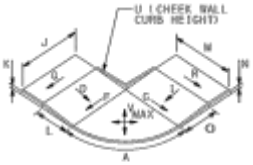
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



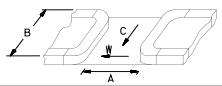
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

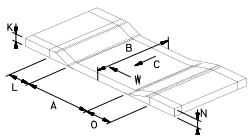
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	57	(IN)	
*	C	4.70	(%)	
*	D	4.20	(%)	
	E	5.20	(%)	
*	F	4.60	(%)	
*	G	3.70	(%)	
	H	4.00	(%)	
*	I	4.70	(%)	
*	J	100	(IN)	
	K	2	(IN)	
	L	29	(IN)	
*	M	103	(IN)	
	N	2	(IN)	
	O	30	(IN)	
*	P	56	(IN)	
*	Q	1.30	(%)	
*	R	1.40	(%)	
*	S	1.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.20	(%)	
*	EE	0.30	(%)	

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	1.70	(%)

C-06-101-60000-LARGESt-DYRESt-LARGESt-DYRESt-2023-07-10-4-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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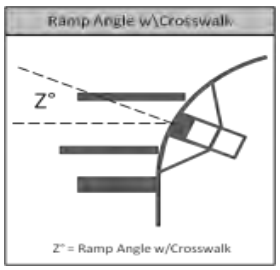
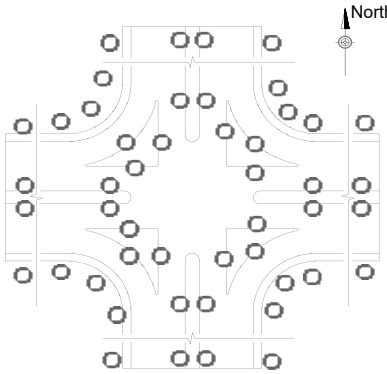
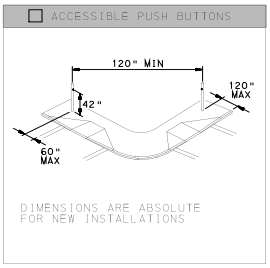
DEPARTMENT OF TRANSPORTATION

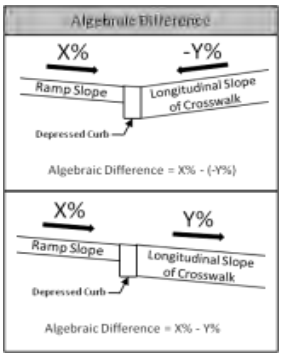
DYRE ST & LARGE ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	4					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.30	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		12	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		3	8			
*Ramp Location (Use Figure Below)			07			
*Curb Ramp Type	Type 1					
*North Leg	LARGE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	DYRE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	LARGE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	DYRE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





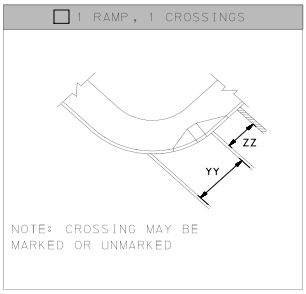


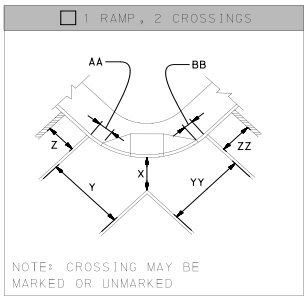


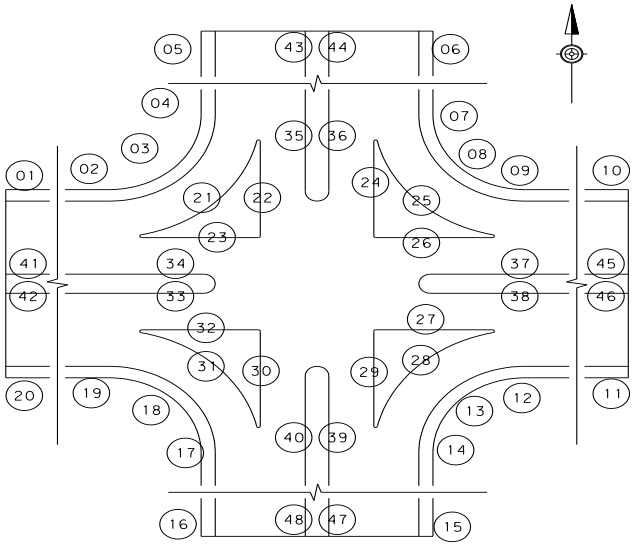
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-LARGESt-DYRESt-LARGESt-DYRESt-2023-07-10-7-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



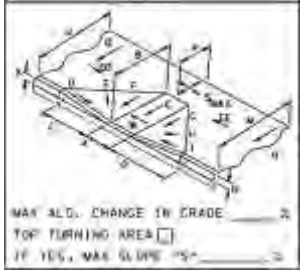




pennsylvania
DEPARTMENT OF TRANSPORTATION

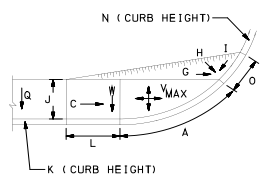
DYRE ST & LARGE ST, PennDOT Location ID # 7

☐ TYPE 1



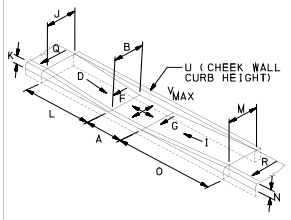
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



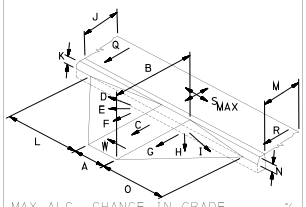
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



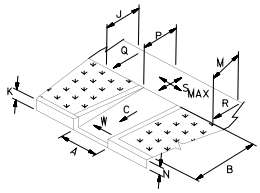
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



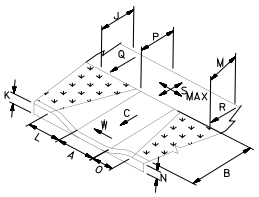
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



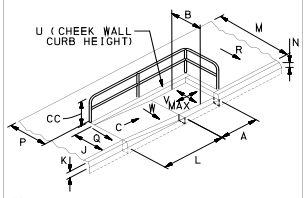
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



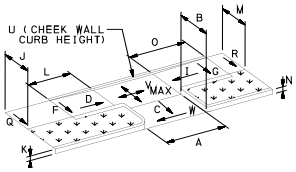
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



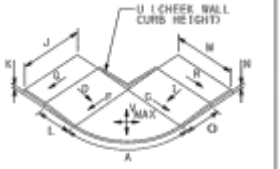
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



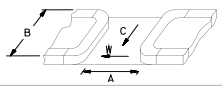
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

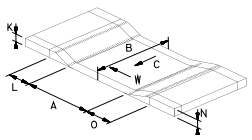
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	39	(IN)	
*	C	5.80	(%)	
*	D	3.90	(%)	
	E	6.00	(%)	
*	F	5.00	(%)	
*	G	4.70	(%)	
	H	6.40	(%)	
*	I	6.30	(%)	
*	J	86	(IN)	
	K	2	(IN)	
	L	32	(IN)	
*	M	85	(IN)	
	N	2	(IN)	
	O	26	(IN)	
*	P	56	(IN)	
*	Q	1.80	(%)	
*	R	0.40	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.10	(%)	
*	EE	1.50	(%)	

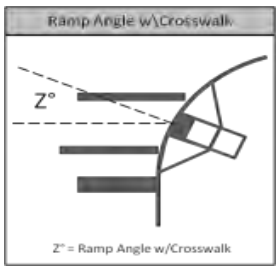
DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

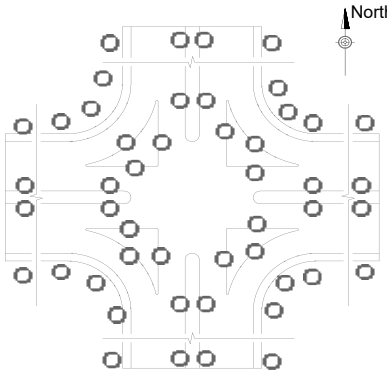
C-06-101-60000-LARGESt-DYRESt-LARGESt-DYRESt-2023-07-10-7-Type1

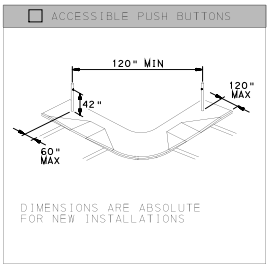
▲ **NOTE: If additional space for typed comments is required, please use**

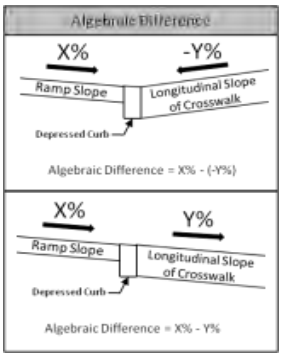
DYRE ST & LARGE ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.00	%	2.00	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		10	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		4	8			
*Ramp Location (Use Figure Below)			09			
*Curb Ramp Type	Type 1					
*North Leg	LARGE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	DYRE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	LARGE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	DYRE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





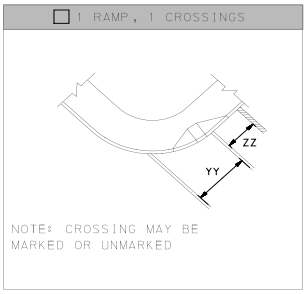


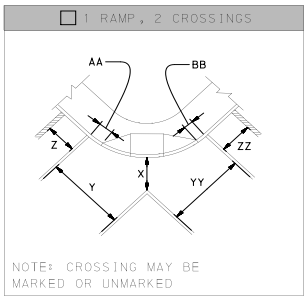


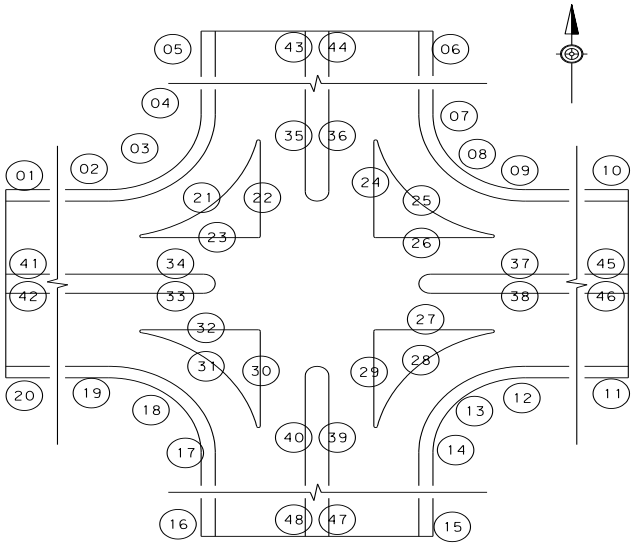
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-LARGESt-DYRESt-LARGESt-DYRESt-2023-07-10-9-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



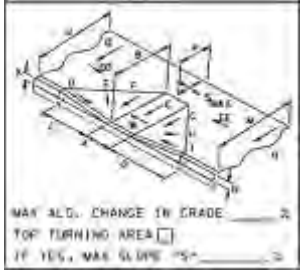




pennsylvania
DEPARTMENT OF TRANSPORTATION

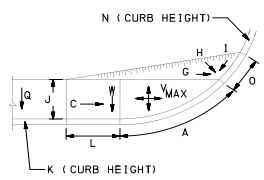
DYRE ST & LARGE ST, PennDOT Location ID # 9

☐ TYPE 1



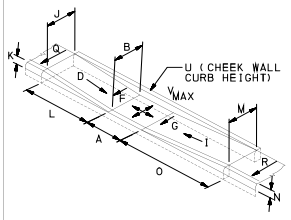
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



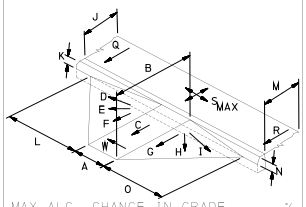
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



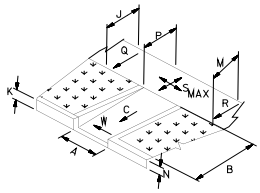
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



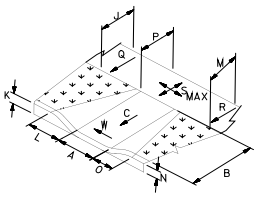
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



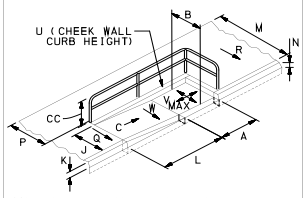
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



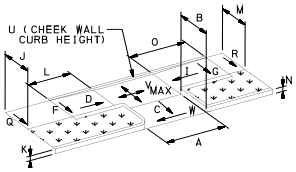
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



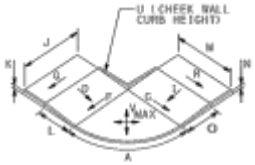
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



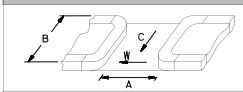
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

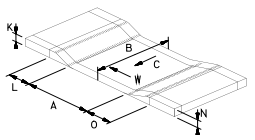
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	38	(IN)	
*	C	6.70	(%)	
*	D	5.50	(%)	
	E	6.20	(%)	
*	F	6.60	(%)	
*	G	6.10	(%)	
	H	6.60	(%)	
*	I	5.50	(%)	
*	J	86	(IN)	
	K	2	(IN)	
	L	30	(IN)	
*	M	85	(IN)	
	N	2	(IN)	
	O	36	(IN)	
*	P	55	(IN)	
*	Q	1.80	(%)	
*	R	0.40	(%)	
*	S	0.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.80	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.10	(%)	
*	EE	1.50	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

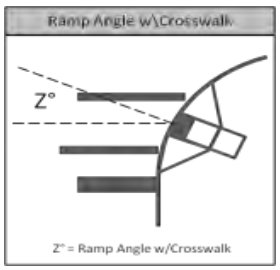
C-06-101-60000-LARGESt-DYRESt-LARGESt-DYRESt-2023-07-10-9-Type1

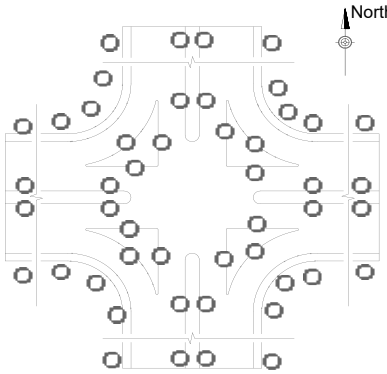
▲ **NOTE: If additional space for typed comments is required, please use**

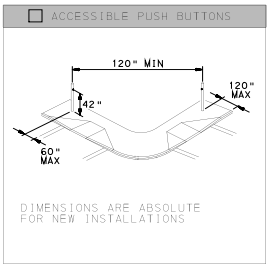
pennsylvania
DEPARTMENT OF TRANSPORTATION

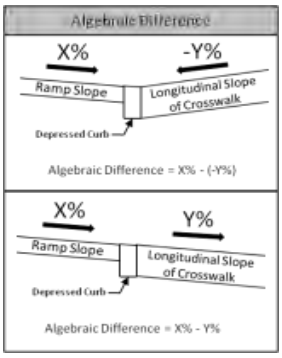
DYRE ST & LARGE ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.90	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		3	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	5	8				
*Ramp Location (Use Figure Below)		12				
*Curb Ramp Type	Type 1					
*North Leg	LARGE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	DYRE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	LARGE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	DYRE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





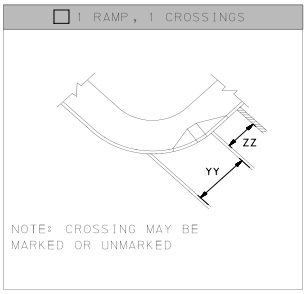


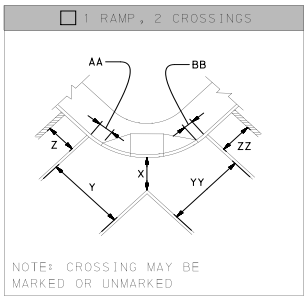


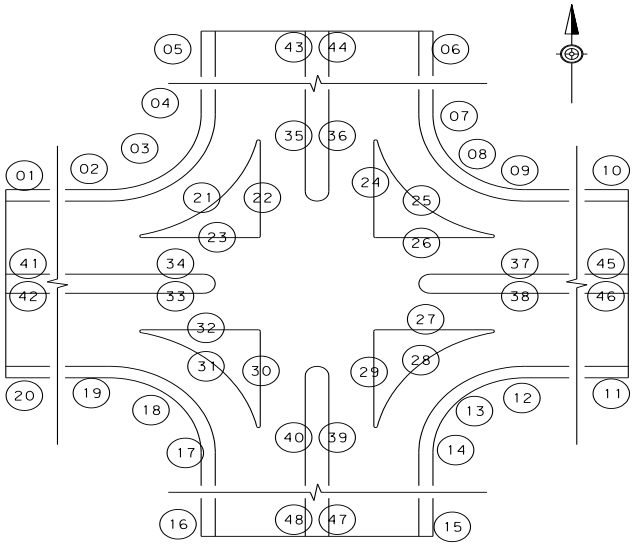
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-LARGESt-DYRESt-LARGESt-DYRESt-2023-07-10-12-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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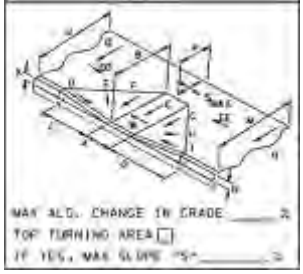
DEPARTMENT OF TRANSPORTATION

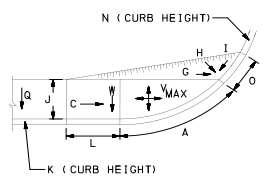
DYRE ST & LARGE ST, PennDOT Location ID # 12

☐ TYPE 1



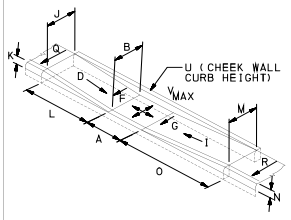
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



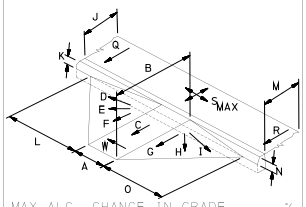
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



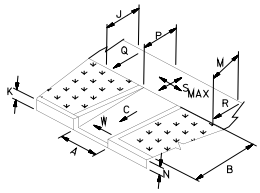
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



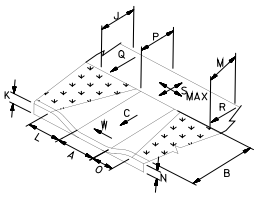
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



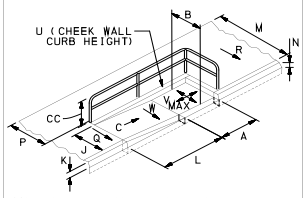
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



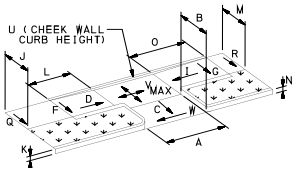
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



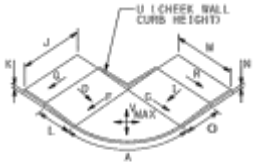
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



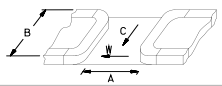
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

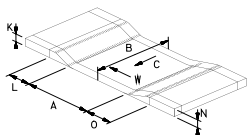
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	53	(IN)	
*	C	4.10	(%)	
*	D	2.00	(%)	
	E	2.80	(%)	
*	F	3.60	(%)	
*	G	4.20	(%)	
	H	5.50	(%)	
*	I	4.60	(%)	
*	J	145	(IN)	
	K	2	(IN)	
	L	30	(IN)	
*	M	145	(IN)	
	N	3	(IN)	
	O	36	(IN)	
*	P	65	(IN)	
*	Q	2.00	(%)	
*	R	1.40	(%)	
*	S	0.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.90	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.10	(%)	
*	EE	1.60	(%)	

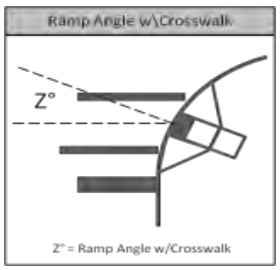
DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	4.00	(%)

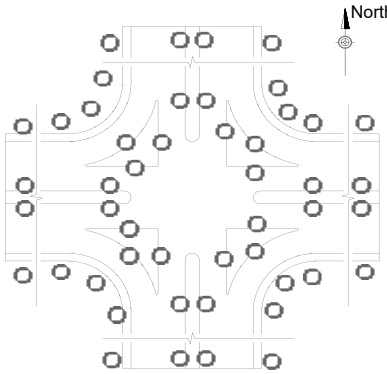
▲ **NOTE: If additional space for typed comments is required, please use**

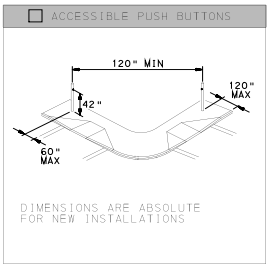
pennsylvania
DEPARTMENT OF TRANSPORTATION

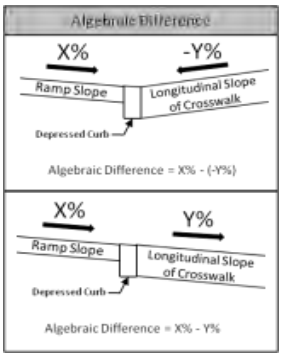
DYRE ST & LARGE ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	5				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.00	%	0.40	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		16	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	6	8			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg	LARGE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	DYRE	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	LARGE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	DYRE	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





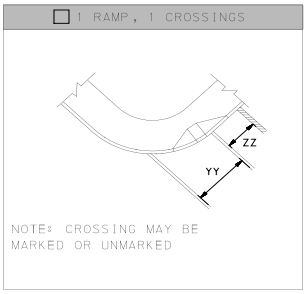


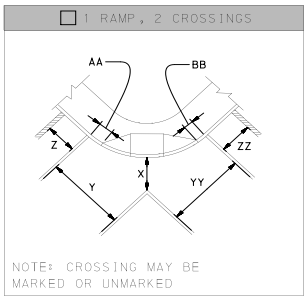


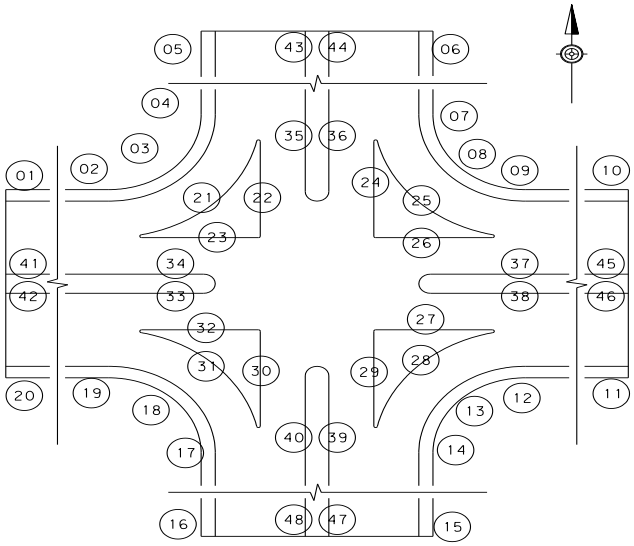
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-LARGESt-DYRESt-LARGESt-DYRESt-2023-07-10-14-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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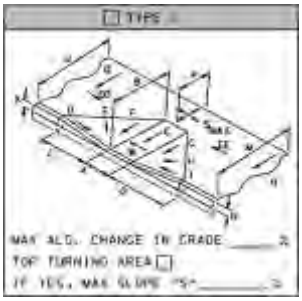
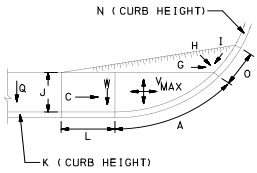
DEPARTMENT OF TRANSPORTATION

DYRE ST & LARGE ST, PennDOT Location ID # 14

TYPE 1

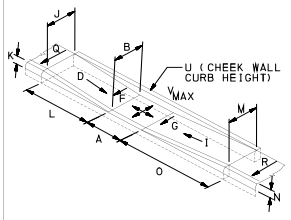


TYPE 1A



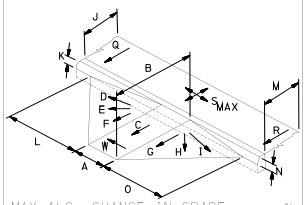
MAX ALG. CHANGE IN GRADE ____ %

TYPE 2



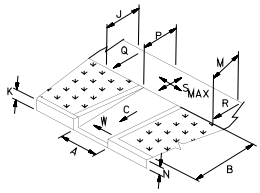
MAX ALG. CHANGE IN GRADE ____ %

TYPE 3



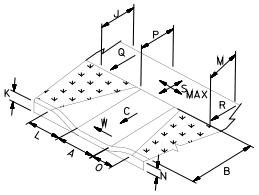
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" ____ %

TYPE 4



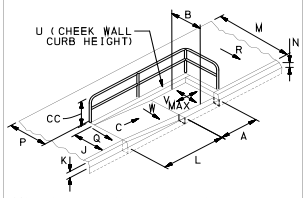
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" ____ %

TYPE 4A



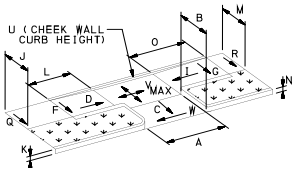
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" ____ %

TYPE 5



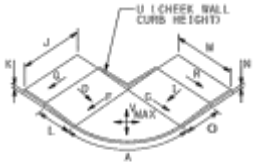
MAX ALG. CHANGE IN GRADE ____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT ____ INCHES

TYPE 6



MAX ALG. CHANGE IN GRADE ____ %

TRANSIT STATION



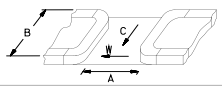
MAX ALG. CHANGE IN GRADE ____ %

NON-TYPICAL

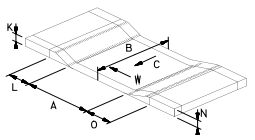
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE ____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN



TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	54	(IN)	
*	C	4.80	(%)	
*	D	6.00	(%)	
	E	5.80	(%)	
*	F	5.10	(%)	
*	G	3.90	(%)	
	H	7.60	(%)	
*	I	8.60	(%)	
*	J	145	(IN)	
	K	3	(IN)	
	L	29	(IN)	
*	M	145	(IN)	
	N	2	(IN)	
	O	30	(IN)	
*	P	65	(IN)	
*	Q	2.00	(%)	
*	R	1.40	(%)	
*	S	0.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	Cannot be completed
*	Z		(IN)	
*	ZZ	999	(IN)	Cannot be completed
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.10	(%)	
*	EE	1.60	(%)	

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	4.70	(%)

▲ **NOTE: If additional space for typed comments is required, please use**

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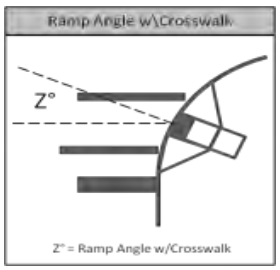
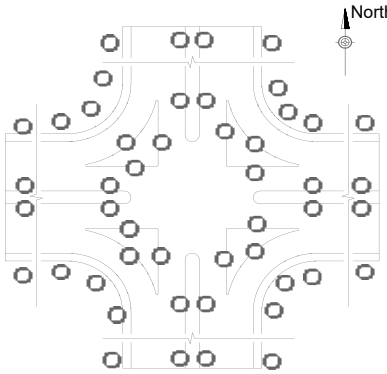
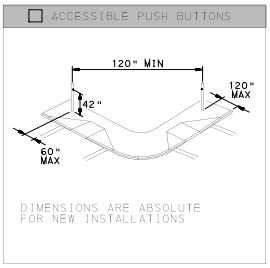
DEPARTMENT OF TRANSPORTATION

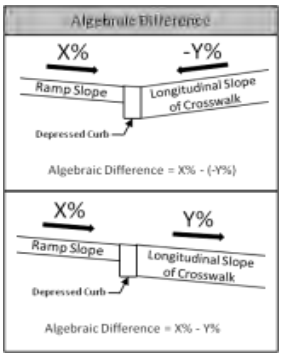
DYRE ST & LARGE ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.00	%	0.40	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		18	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		7	8			
*Ramp Location (Use Figure Below)			17			
*Curb Ramp Type	Type 1					
*North Leg	LARGE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	DYRE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	LARGE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	DYRE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





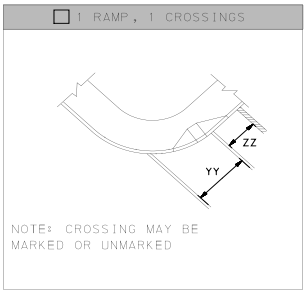


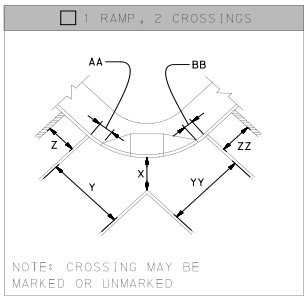


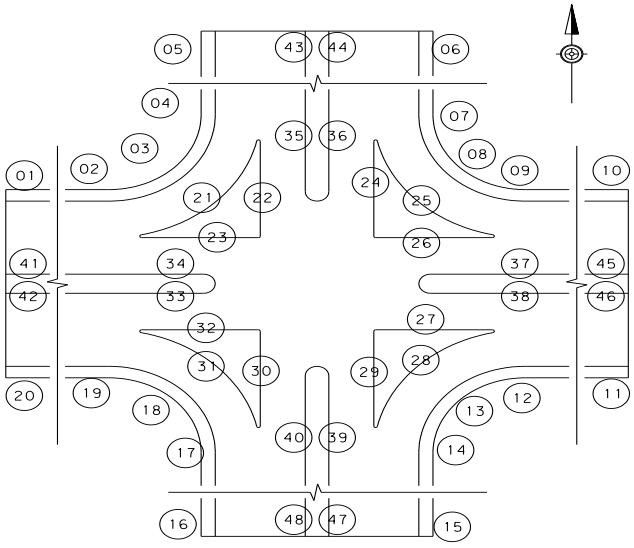
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-LARGESt-DYRESt-LARGESt-DYRESt-2023-07-10-17-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



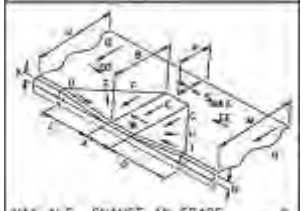




pennsylvania
DEPARTMENT OF TRANSPORTATION

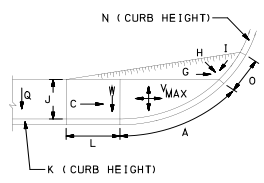
DYRE ST & LARGE ST, PennDOT Location ID # 17

☐ TYPE 1



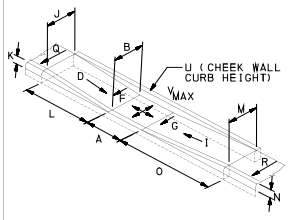
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



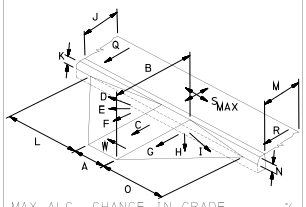
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



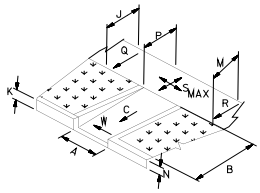
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



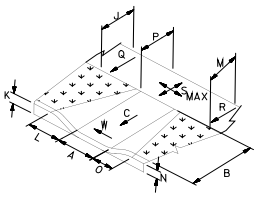
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



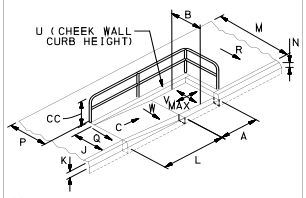
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



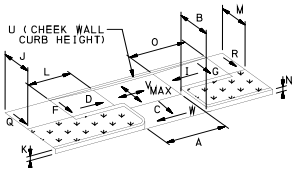
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



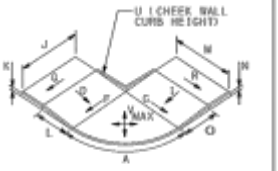
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DRIVE IN/OUT



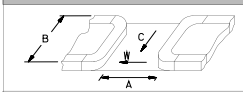
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

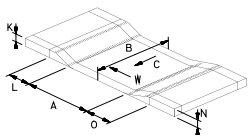
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	64	(IN)	
*	C	4.60	(%)	
*	D	6.60	(%)	
	E	999	(%)	Cannot be completed
*	F	6.00	(%)	
*	G	4.10	(%)	
	H	5.80	(%)	
*	I	5.60	(%)	
*	J	135	(IN)	
	K	3	(IN)	
	L	37	(IN)	
*	M	135	(IN)	
	N	3	(IN)	
	O	24	(IN)	
*	P	53	(IN)	
*	Q	0.10	(%)	
*	R	0.10	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	Cannot be completed
*	Z		(IN)	
*	ZZ	999	(IN)	Cannot be completed
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.90	(%)	
*	EE	4.20	(%)	

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	4.70 (%)

▲ **NOTE: If additional space for typed comments is required, please use**

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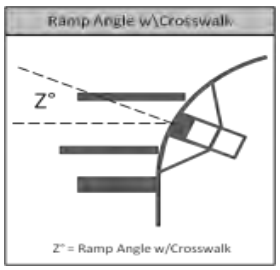
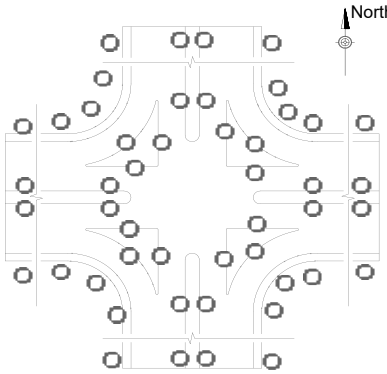
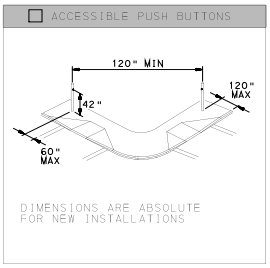
DEPARTMENT OF TRANSPORTATION

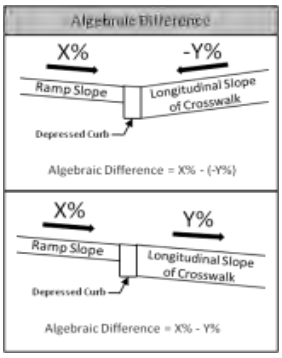
DYRE ST & LARGE ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.60	%	0.30	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		19	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	8	8				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	LARGE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	DYRE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	LARGE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	DYRE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





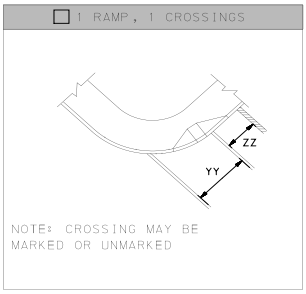


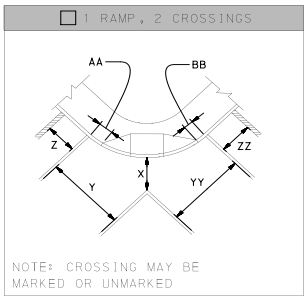


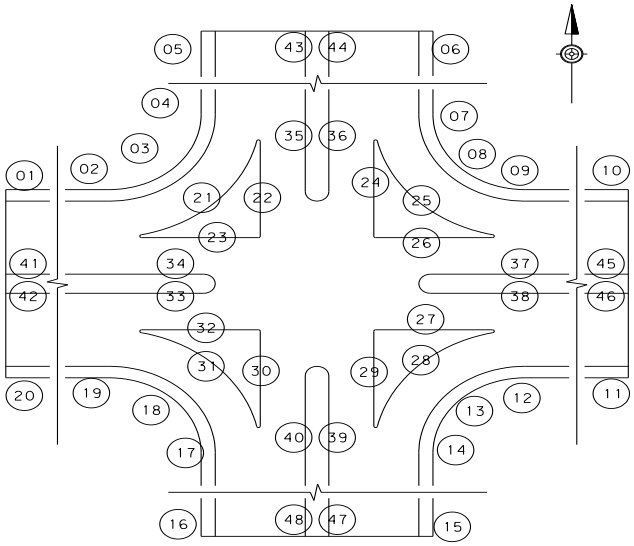
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-LARGESt-DYRESt-LARGESt-DYRESt-2023-07-10-19-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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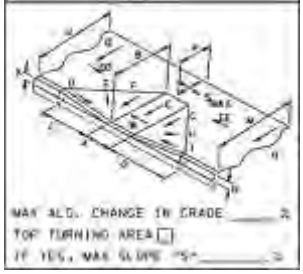
DEPARTMENT OF TRANSPORTATION

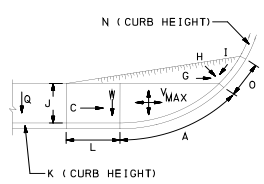
DYRE ST & LARGE ST, PennDOT Location ID # 19

☐ TYPE 1



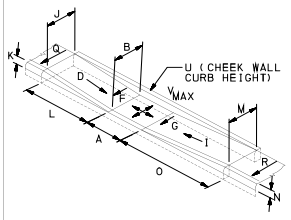
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



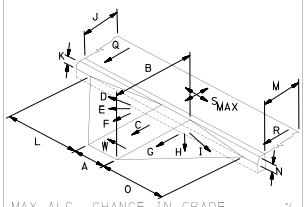
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



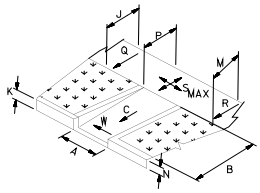
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



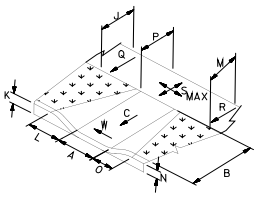
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



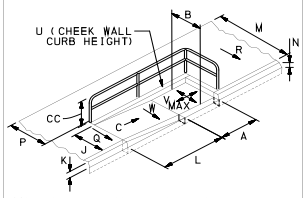
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



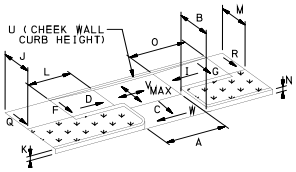
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



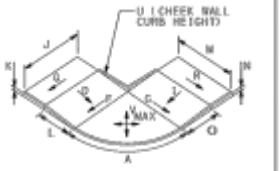
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



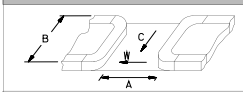
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

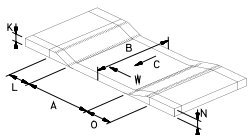
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	70	(IN)	
*	C	5.30	(%)	
*	D	7.00	(%)	
	E	8.50	(%)	
*	F	6.10	(%)	
*	G	5.90	(%)	
	H	10.50	(%)	
*	I	9.90	(%)	
*	J	135	(IN)	
	K	3	(IN)	
	L	24	(IN)	
*	M	135	(IN)	
	N	4	(IN)	
	O	34	(IN)	
*	P	58	(IN)	
*	Q	0.10	(%)	
*	R	0.10	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.80	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.90	(%)	
*	EE	4.20	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

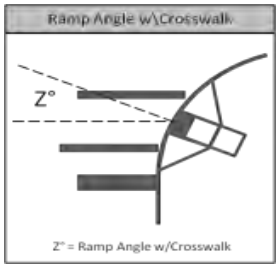
C-06-101-60000-LARGESt-DYRESt-LARGESt-DYRESt-2023-07-10-19-Type1

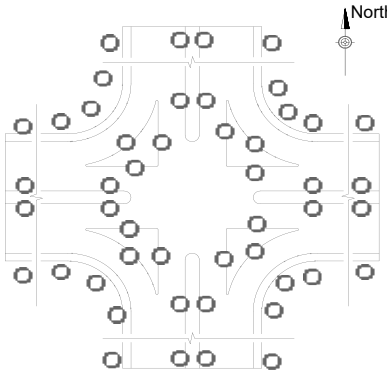
▲ **NOTE: If additional space for typed comments is required, please use**

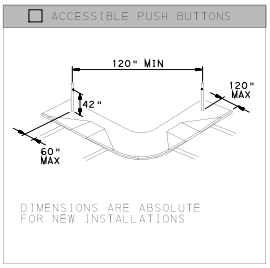
pennsylvania
DEPARTMENT OF TRANSPORTATION

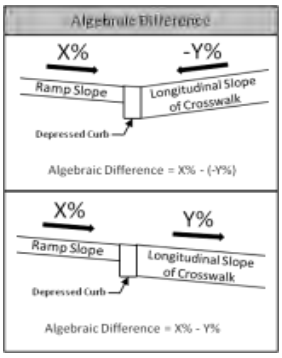
E ASHDALE ST & BINGHAM ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2022	12	05			
Designer 1	eric long JJA					
Designer 2	na na					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.80	%	0.50	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		5	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	5.1			
Intersection Ramp # of #	1	2				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 1					
*North Leg	BINGHAM	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg		(segment)	(offset)			
*East Leg Desc.						
*South Leg		(segment)	(offset)			
*South Leg Desc.						
*West Leg	E ASHDALE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





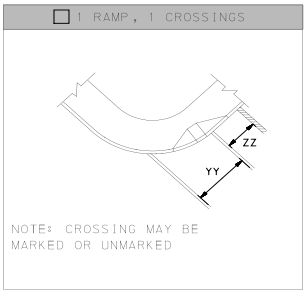


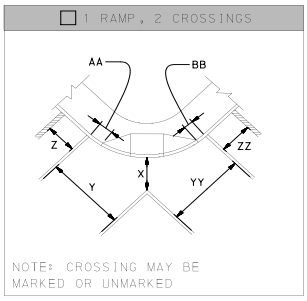


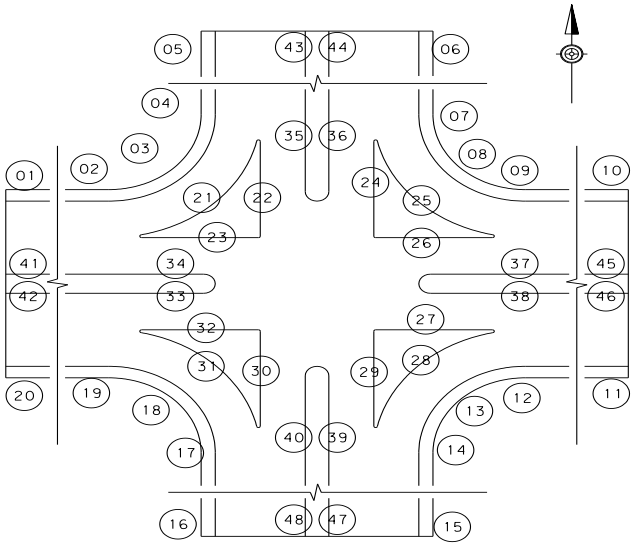
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-BINGHAMSt-EASHDALESt-2022-12-05-17-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



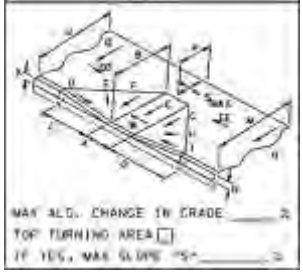




pennsylvania
DEPARTMENT OF TRANSPORTATION

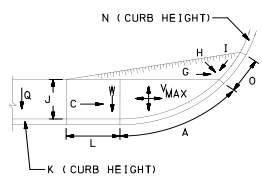
E ASHDALE ST & BINGHAM ST, PennDOT
Location ID # 17

☐ TYPE 1



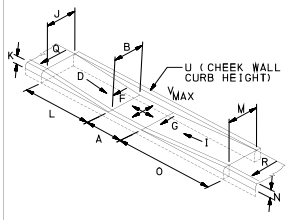
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



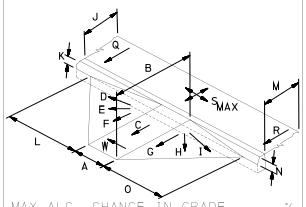
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



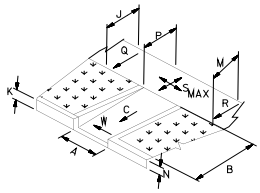
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



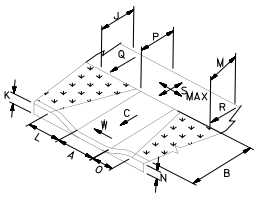
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



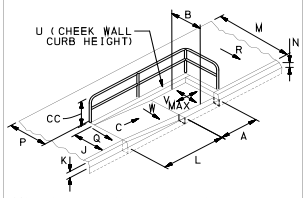
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



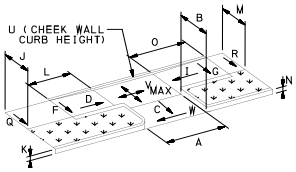
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



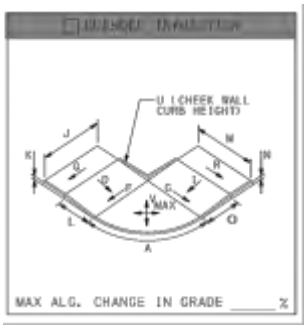
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



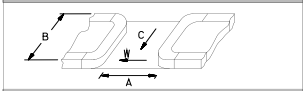
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

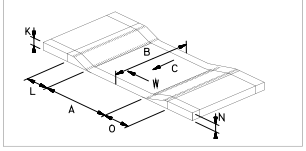
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	32	(IN)
*	C	4.90	(%)
*	D	7.10	(%)
	E	6.60	(%)
*	F	3.60	(%)
*	G	5.10	(%)
	H	6.80	(%)
*	I	8.30	(%)
*	J	48	(IN)
	K	4	(IN)
	L	44	(IN)
*	M	60	(IN)
	N	2	(IN)
	O	32	(IN)
*	P	60	(IN)
*	Q	0.80	(%)
*	R	2.00	(%)
*	S	1.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.60	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.80	(%)
*	EE	3.00	(%)

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

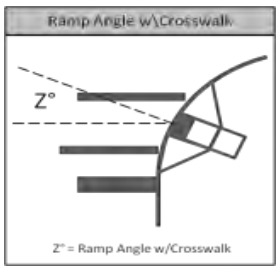
Comments ▲

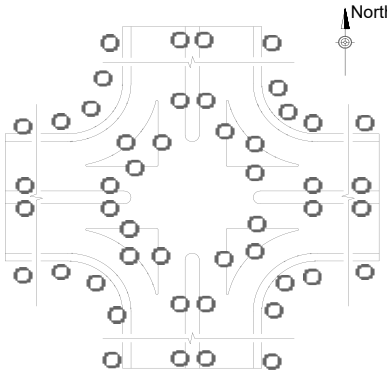
▲ **NOTE: If additional space for typed comments is required, please use**

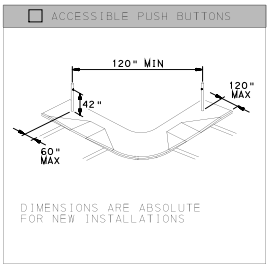
pennsylvania
DEPARTMENT OF TRANSPORTATION

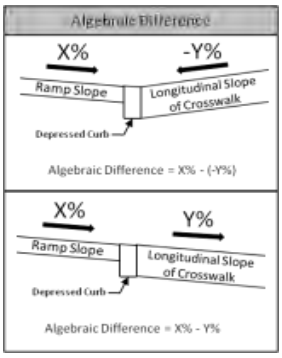
E ASHDALE ST & BINGHAM ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	eric long jja					
Designer 2	na na					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	4.80	%	1.60	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		7	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	10.0			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	BINGHAM	(segment)	(offset)			
*North Leg Desc.						
*East Leg		(segment)	(offset)			
*East Leg Desc.						
*South Leg		(segment)	(offset)			
*South Leg Desc.						
*West Leg	E ASHDALE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





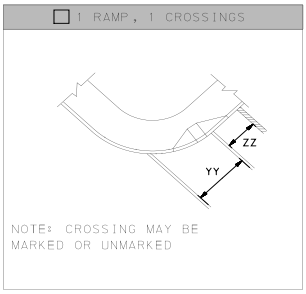


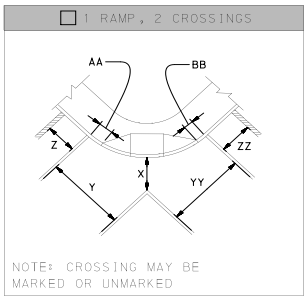


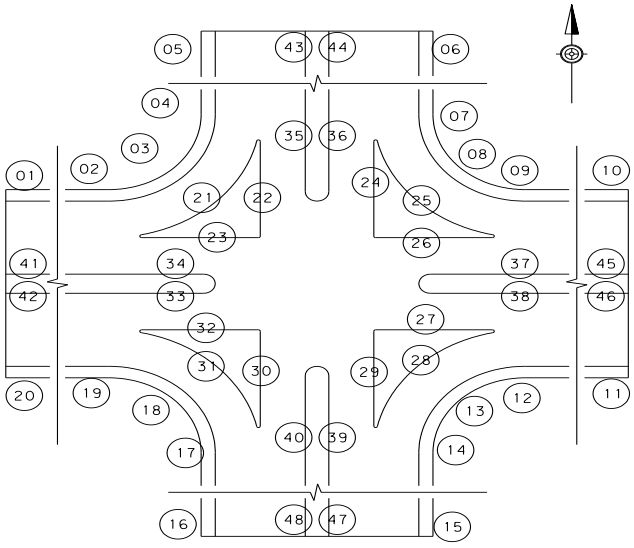
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-BINGHAM-EASHDALESt-2023-07-10-19-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



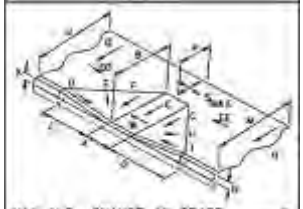




pennsylvania
DEPARTMENT OF TRANSPORTATION

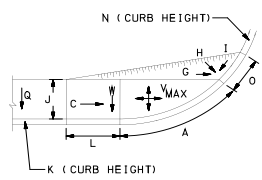
E ASHDALE ST & BINGHAM ST, PennDOT
Location ID # 19

☐ TYPE 1



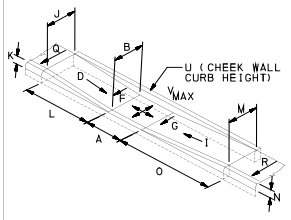
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



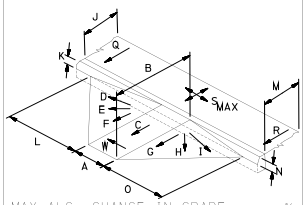
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



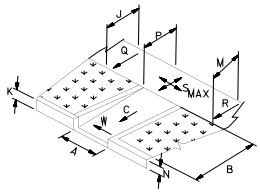
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



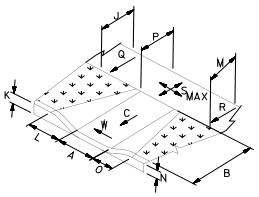
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



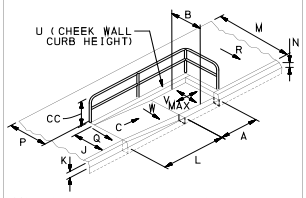
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



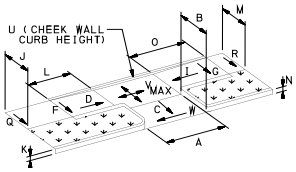
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



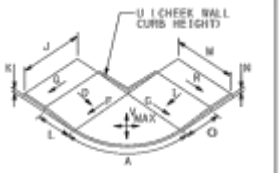
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



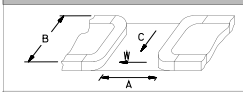
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

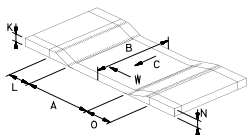
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	38	(IN)
*	C	4.90	(%)
*	D	7.70	(%)
	E	6.10	(%)
*	F	5.10	(%)
*	G	2.00	(%)
	H	5.00	(%)
*	I	6.40	(%)
*	J	48	(IN)
	K	2	(IN)
	L	30	(IN)
*	M	60	(IN)
	N	3	(IN)
	O	33	(IN)
*	P	66	(IN)
*	Q	0.80	(%)
*	R	2.00	(%)
*	S	1.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.80	(%)
*	EE	3.00	(%)

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments ▲

▲ **NOTE: If additional space for typed comments is required, please use**

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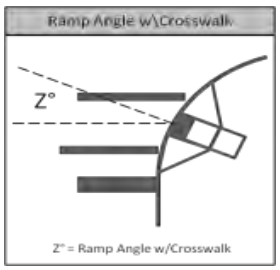
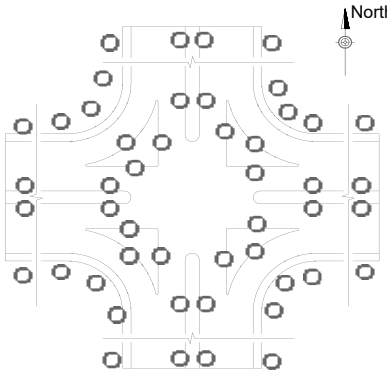
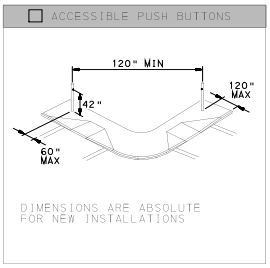
DEPARTMENT OF TRANSPORTATION

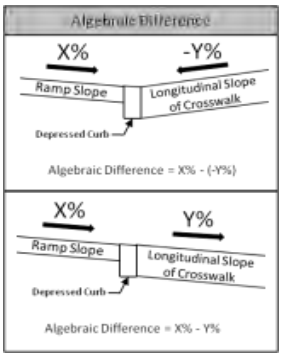
E CHELTENHAM AVE & OAKLAND ST, PennDOT
Location ID # 7

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.20	%	0.20	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	1.8		
Intersection Ramp # of #	1	4			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				
*North Leg	OAKLAND	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	E CHELTENHAM	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	OAKLAND	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	E CHELTENHAM	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				





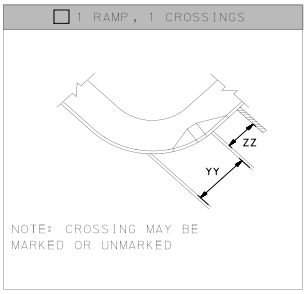


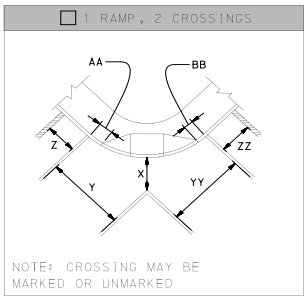


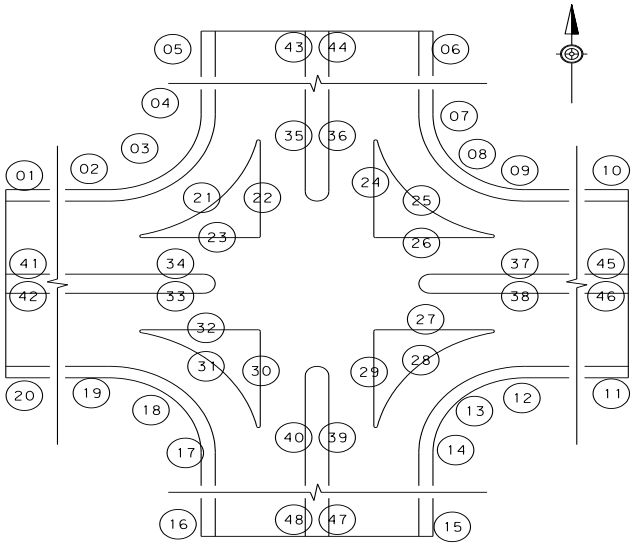
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-OAKLANDSt-ECHELTENHAMAve-OAKLANDSt-ECHELTENHAMAve-2023-07-10-7-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



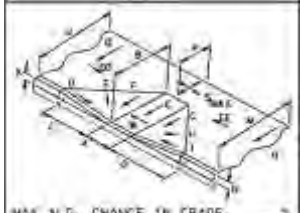




pennsylvania
DEPARTMENT OF TRANSPORTATION

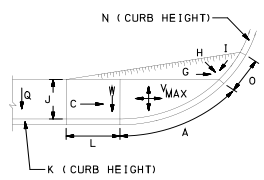
E CHELTENHAM AVE & OAKLAND ST, PennDOT
Location ID # 7

☐ TYPE 1



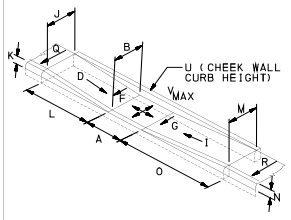
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



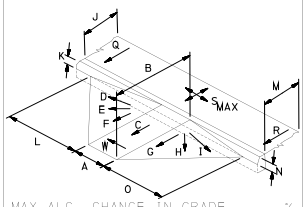
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



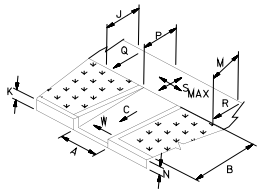
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



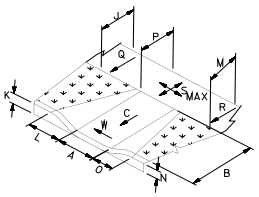
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



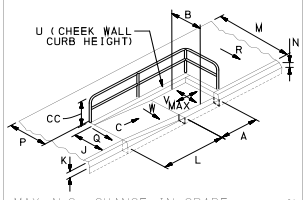
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



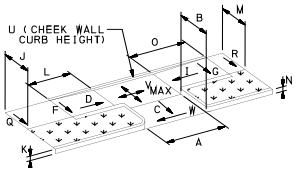
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



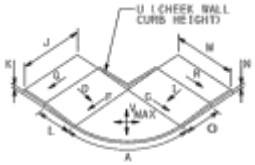
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



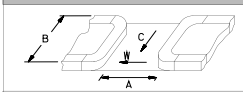
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

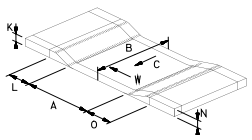
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	54	(IN)	
*	C	5.90	(%)	
*	D	2.30	(%)	
	E	3.50	(%)	
*	F	3.20	(%)	
*	G	7.40	(%)	
	H	9.20	(%)	
*	I	8.90	(%)	
*	J	190	(IN)	
	K	2	(IN)	
	L	26	(IN)	
*	M	155	(IN)	
	N	2	(IN)	
	O	32	(IN)	
*	P	49	(IN)	
*	Q	1.40	(%)	
*	R	0.60	(%)	
*	S	1.60	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.80	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.40	(%)	
*	EE	0.80	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)	4.20	(%)

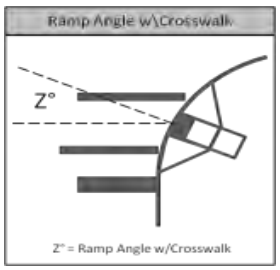
C-06-101-60000-OAKLANDSt-ECHELTENHAMAve-OAKLANDSt-ECHELTENHAMAve-2023-07-10-7-Type1

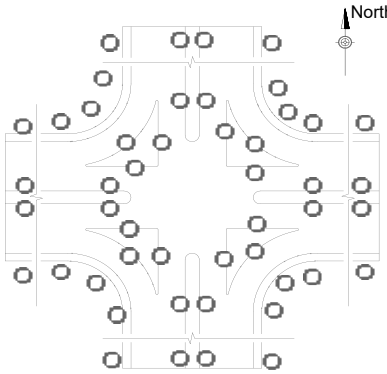
▲ **NOTE: If additional space for typed comments is required, please use**

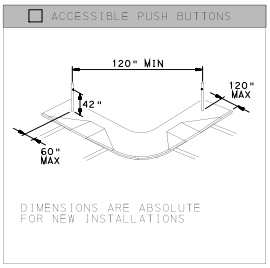
pennsylvania
DEPARTMENT OF TRANSPORTATION

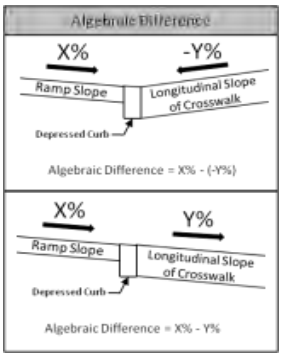
E CHELTENHAM AVE & OAKLAND ST, PennDOT
Location ID # 9

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.00	%	0.50	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	2	4			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				
*North Leg	OAKLAND	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	E CHELTENHAM	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	OAKLAND	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	E CHELTENHAM	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				





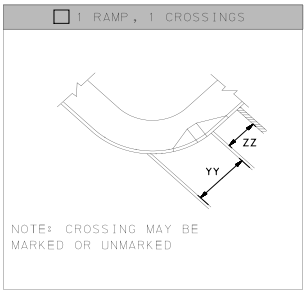


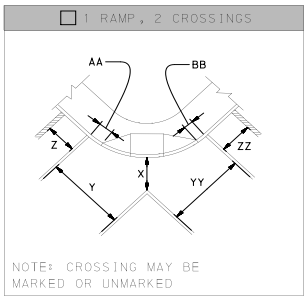


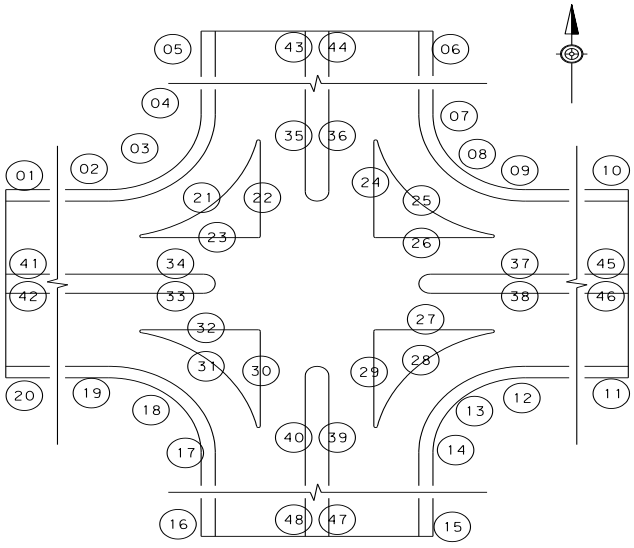
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-OAKLANDSt-ECHELTENHAMAve-OAKLANDSt-ECHELTENHAMAve-2023-07-10-9-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



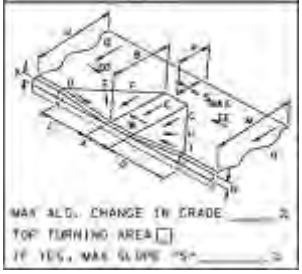




pennsylvania
DEPARTMENT OF TRANSPORTATION

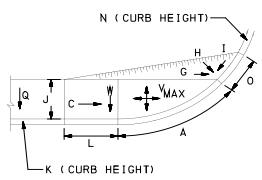
E CHELTENHAM AVE & OAKLAND ST, PennDOT
Location ID # 9

☐ TYPE 1



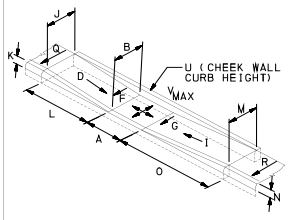
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



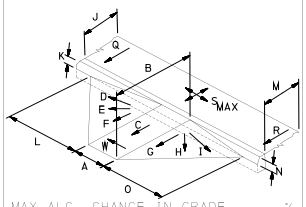
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



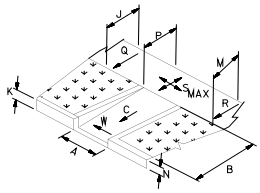
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



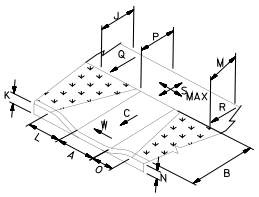
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



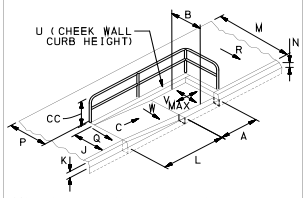
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



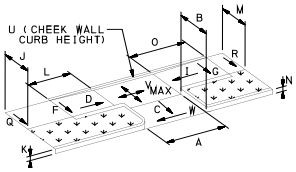
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



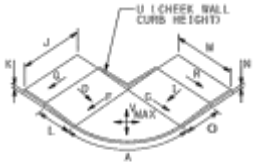
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



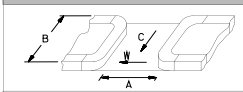
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

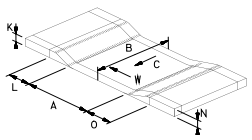
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	43	(IN)	
*	C	4.10	(%)	
*	D	3.40	(%)	
	E	4.60	(%)	
*	F	4.70	(%)	
*	G	2.70	(%)	
	H	6.70	(%)	
*	I	7.60	(%)	
*	J	190	(IN)	
	K	2	(IN)	
	L	26	(IN)	
*	M	155	(IN)	
	N	2	(IN)	
	O	36	(IN)	
*	P	51	(IN)	
*	Q	1.40	(%)	
*	R	0.60	(%)	
*	S	1.60	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.40	(%)	
*	EE	0.80	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)	3.10	(%)

C-06-101-60000-OAKLANDSt-ECHELTENHAMAve-OAKLANDSt-ECHELTENHAMAve-2023-07-10-9-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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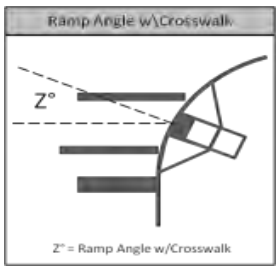
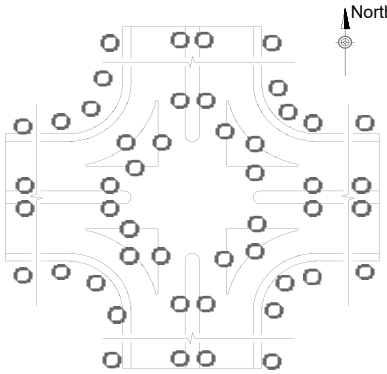
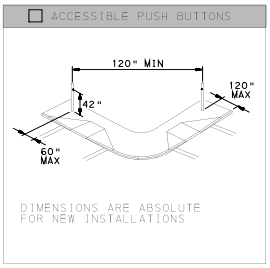
DEPARTMENT OF TRANSPORTATION

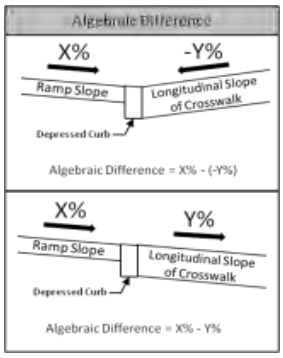
E CHELTENHAM AVE & OAKLAND ST, PennDOT
Location ID # 12

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Flemming JJA				
Designer 2	Randy Kravitza TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	0.70	%	1.90	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	3	4			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				
*North Leg	OAKLAND	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	E CHELTENHAM	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	OAKLAND	(segment)	(offset)		
*South Leg Desc.					
*West Leg	E CHELTENHAM	(segment)	(offset)		
*West Leg Desc.					
Ramp Coordinates	Latitude				
	Longitude				





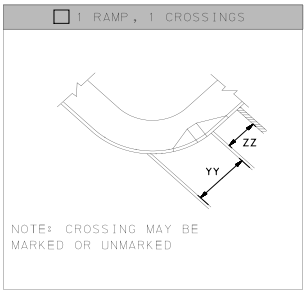


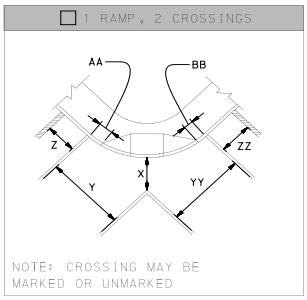


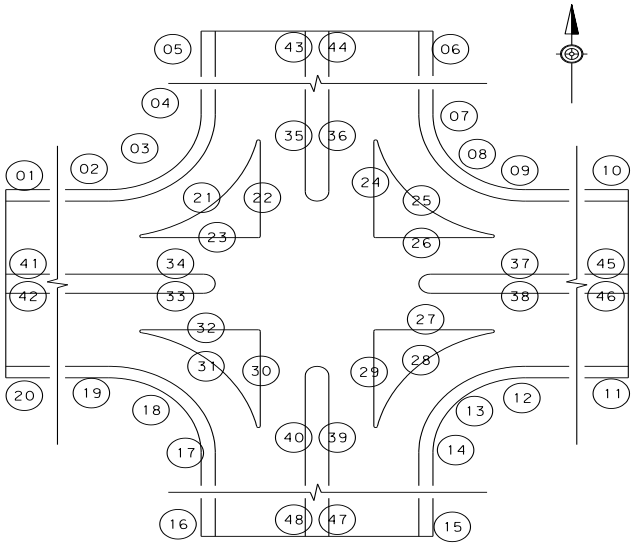
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-OAKLANDSt-ECHELTENHAMAve-OAKLAND-ECHELTENHAM-2023-07-10-12-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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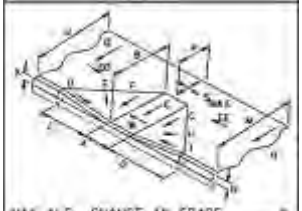
DEPARTMENT OF TRANSPORTATION

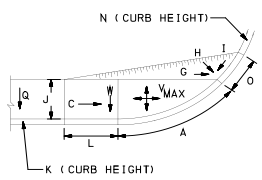
E CHELTENHAM AVE & OAKLAND ST, PennDOT
Location ID # 12

☐ TYPE 1



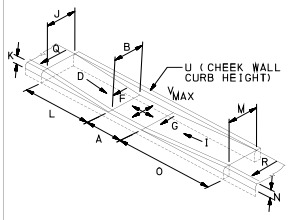
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



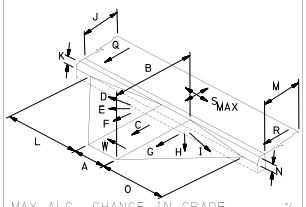
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



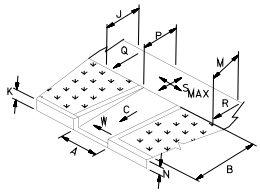
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



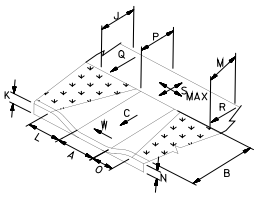
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



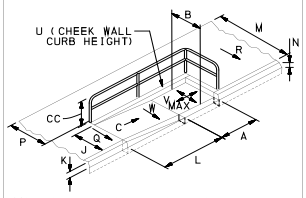
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



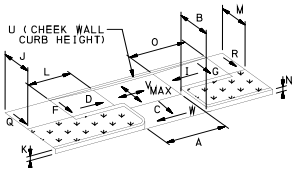
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



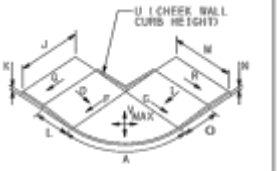
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DRIVE IN/OUT



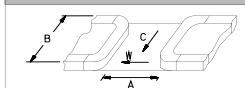
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

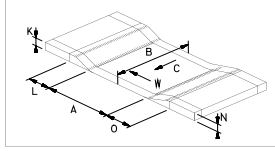
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	63	(IN)	
*	C	3.70	(%)	
*	D	8.20	(%)	
	E	9.90	(%)	
*	F	6.30	(%)	
*	G	3.90	(%)	
	H	5.50	(%)	
*	I	4.70	(%)	
*	J	155	(IN)	
	K	4	(IN)	
	L	34	(IN)	
*	M	60	(IN)	
	N	4	(IN)	
	O	48	(IN)	
*	P	50	(IN)	
*	Q	0.90	(%)	
*	R	3.80	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.60	(%)	
*	EE	6.80	(%)	

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	4.80	(%)

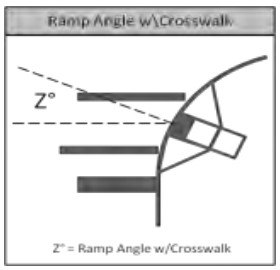
C-06-101-60000-OAKLANDSt-ECHELTENHAMAve-OAKLAND-ECHELTENHAM-2023-07-10-12-Type1

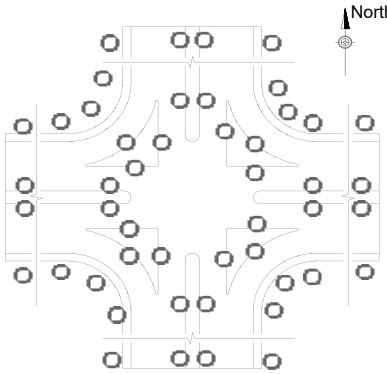
▲ **NOTE: If additional space for typed comments is required, please use**

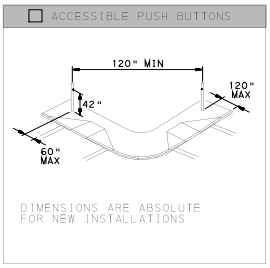
pennsylvania
DEPARTMENT OF TRANSPORTATION

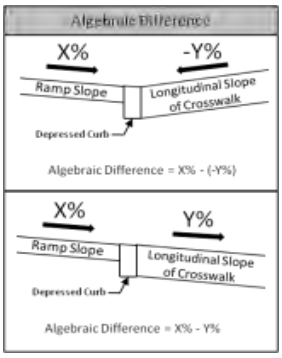
E CHELTENHAM AVE & OAKLAND ST, PennDOT
Location ID # 14

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Flemming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.10	%	0.50	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	4	4			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg	OAKLAND	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	E CHELTENHAM	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	OAKLAND	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	E CHELTENHAM	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				





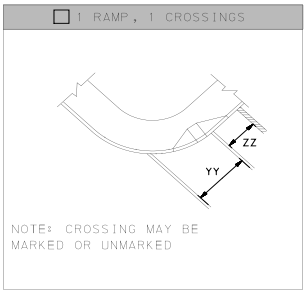


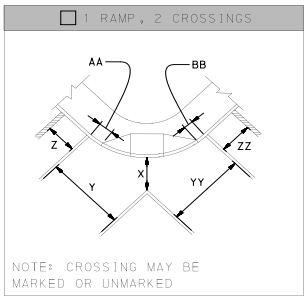


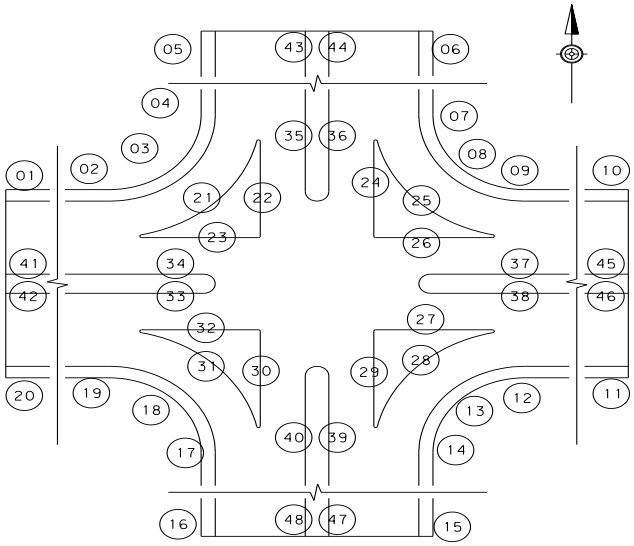
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-OAKLANDSt-ECHELTENHAMAve-OAKLANDSt-ECHELTENHAMAve-2023-07-10-14-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



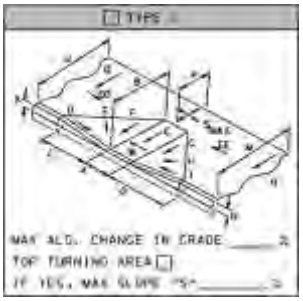




pennsylvania
DEPARTMENT OF TRANSPORTATION

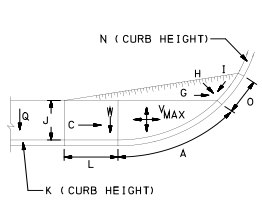
E CHELTENHAM AVE & OAKLAND ST, PennDOT
Location ID # 14

☐ TYPE 1



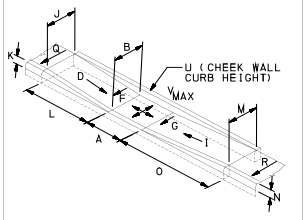
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



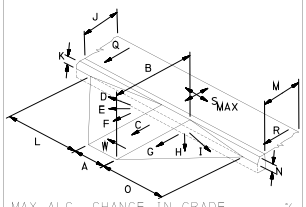
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



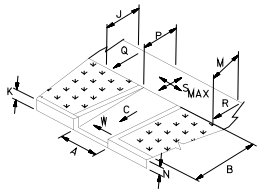
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



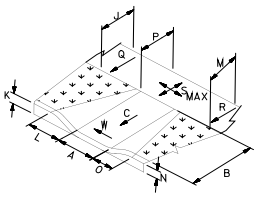
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



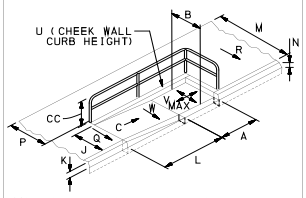
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



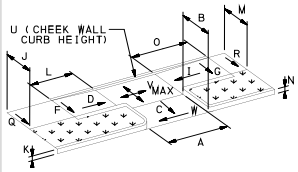
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



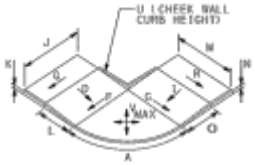
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



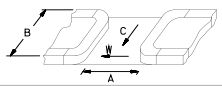
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

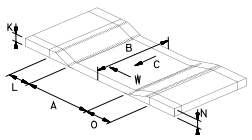
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	55	(IN)	
*	C	7.40	(%)	
*	D	6.90	(%)	
	E	9.70	(%)	
*	F	8.20	(%)	
*	G	7.10	(%)	
	H	8.40	(%)	
*	I	8.10	(%)	
*	J	155	(IN)	
	K	4	(IN)	
	L	42	(IN)	
*	M	60	(IN)	
	N	4	(IN)	
	O	37	(IN)	
*	P	50	(IN)	
*	Q	0.90	(%)	
*	R	3.80	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.60	(%)	
*	EE	6.80	(%)	

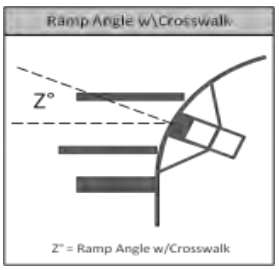
DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	5.00	(%)

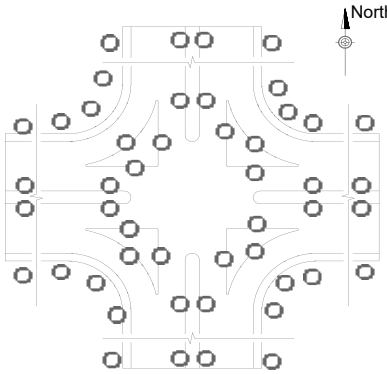
▲ **NOTE: If additional space for typed comments is required, please use**

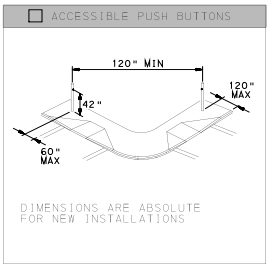
pennsylvania
DEPARTMENT OF TRANSPORTATION

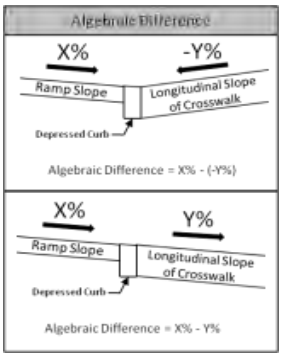
E CHELTENHAM AVE & SAUL ST, PennDOT
Location ID # 2

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	6.70	%	2.00	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #		3	6		
*Ramp Location (Use Figure Below)			02		
*Curb Ramp Type	Type 1				
*North Leg	SAUL	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	E CHELTENHAM	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	SAUL	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	E CHELTENHAM	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				





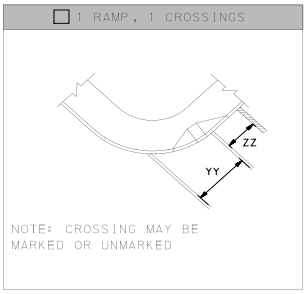


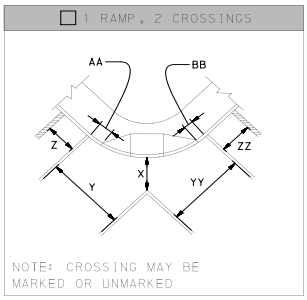


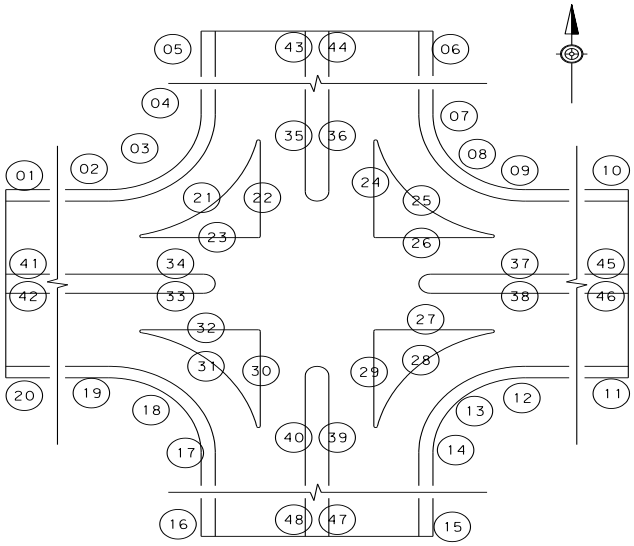
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-SAULSt-ECHELTENHAMAve-SAULSt-ECHELTENHAMAve-2023-07-10-2-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



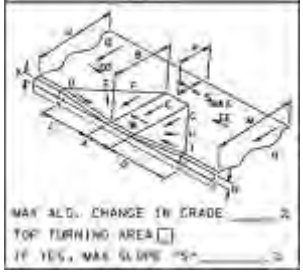




pennsylvania
DEPARTMENT OF TRANSPORTATION

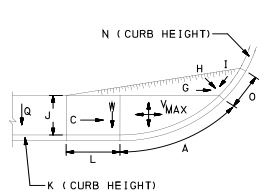
E CHELTENHAM AVE & SAUL ST, PennDOT
Location ID # 2

☐ TYPE 1



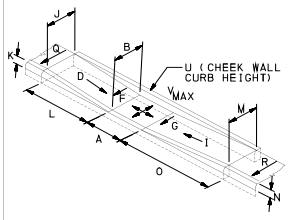
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



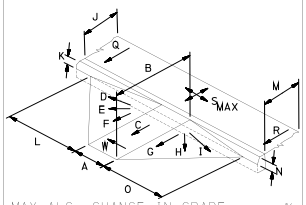
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



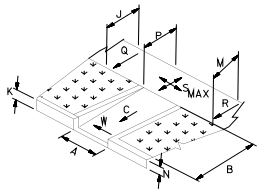
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



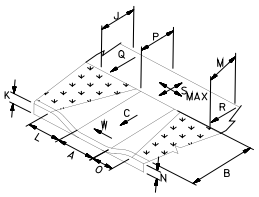
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



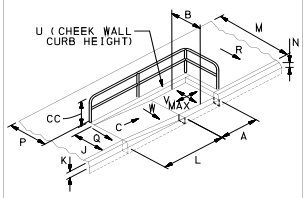
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



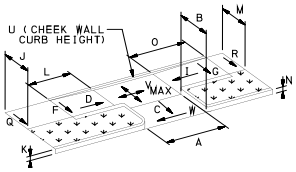
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



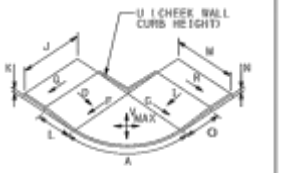
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



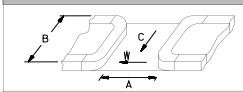
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

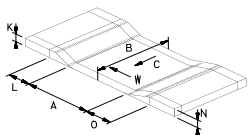
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	44	(IN)	
*	C	4.00	(%)	
*	D	4.20	(%)	
	E	3.80	(%)	
*	F	3.40	(%)	
*	G	5.00	(%)	
	H	6.30	(%)	
*	I	5.80	(%)	
*	J	100	(IN)	
	K	2	(IN)	
	L	34	(IN)	
*	M	84	(IN)	
	N	2	(IN)	
	O	36	(IN)	
*	P	72	(IN)	
*	Q	1.40	(%)	
*	R	1.30	(%)	
*	S	0.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.90	(%)	
*	EE	1.50	(%)	

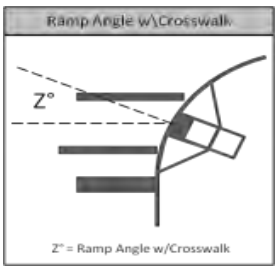
DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	2.00 (%)

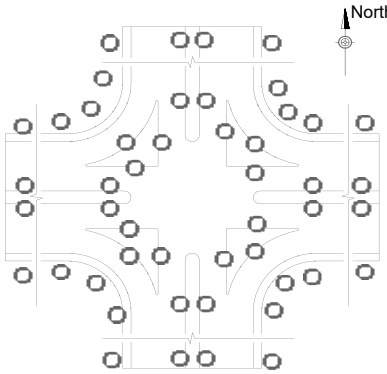
C-06-101-60000-SAULSt-ECHELTENHAMAve-SAULSt-ECHELTENHAMAve-2023-07-10-2-Type1

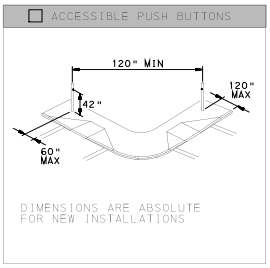
▲ **NOTE: If additional space for typed comments is required, please use**

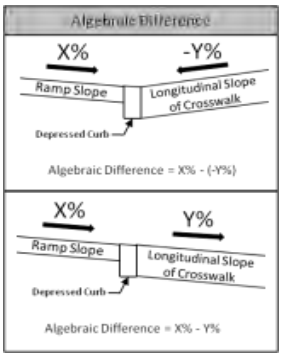
E CHELTENHAM AVE & SAUL ST, PennDOT
Location ID # 4

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	6.50	%	1.20	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	4	6			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				
*North Leg	SAUL	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	E CHELTENHAM	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	SAUL	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	E CHELTENHAM	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				





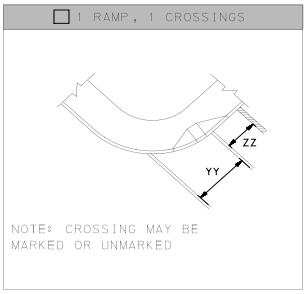


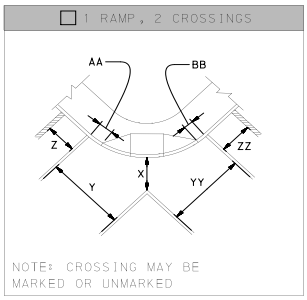


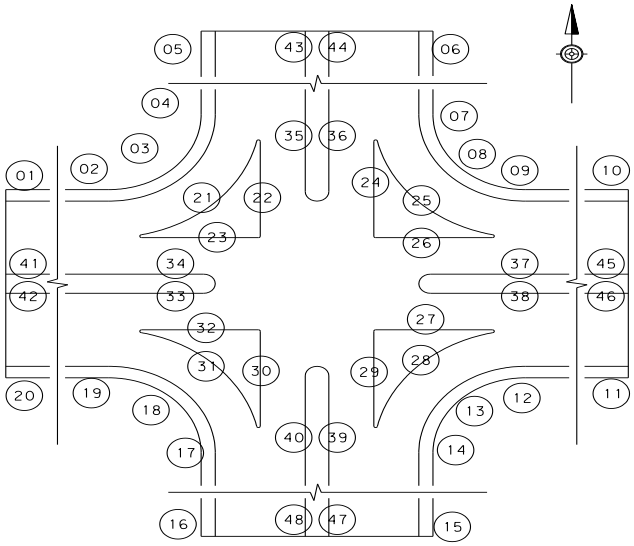
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-SAULSt-ECHELTENHAMAve-SAULSt-ECHELTENHAMAve-2023-07-10-4-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



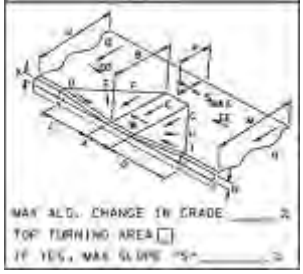




pennsylvania
DEPARTMENT OF TRANSPORTATION

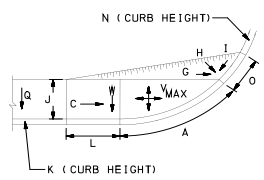
E CHELTENHAM AVE & SAUL ST, PennDOT
Location ID # 4

☐ TYPE 1



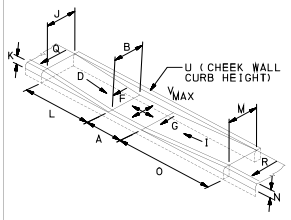
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



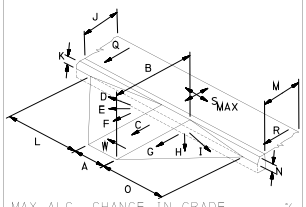
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



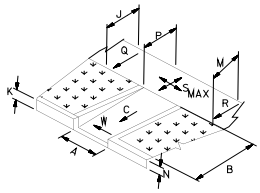
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



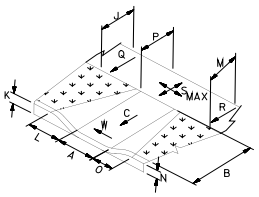
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



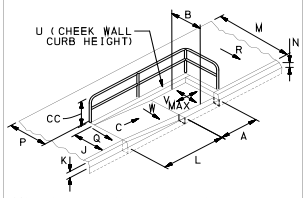
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



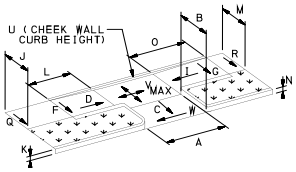
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



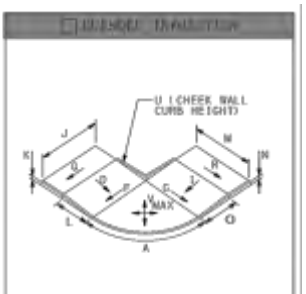
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



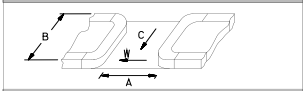
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

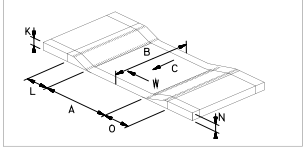
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	31	(IN)	
*	C	5.50	(%)	
*	D	5.60	(%)	
	E	6.60	(%)	
*	F	5.80	(%)	
*	G	5.90	(%)	
	H	6.30	(%)	
*	I	4.50	(%)	
*	J	100	(IN)	
	K	3	(IN)	
	L	38	(IN)	
*	M	84	(IN)	
	N	2	(IN)	
	O	35	(IN)	
*	P	73	(IN)	
*	Q	1.40	(%)	
*	R	1.30	(%)	
*	S	0.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	cannot be completed
*	Z		(IN)	
*	ZZ	999	(IN)	cannot be completed
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.90	(%)	
*	EE	1.50	(%)	

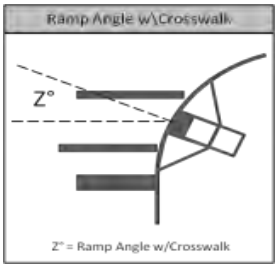
DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	3.70	(%)

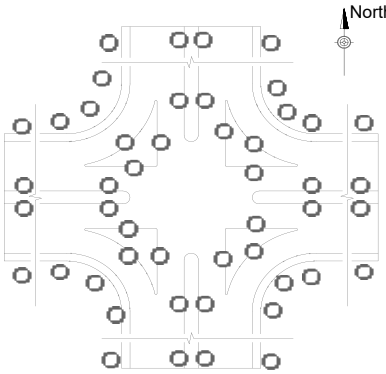
C-06-101-60000-SAULSt-ECHELTENHAMAve-SAULSt-ECHELTENHAMAve-2023-07-10-4-Type1

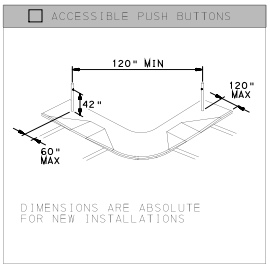
▲ **NOTE: If additional space for typed comments is required, please use**

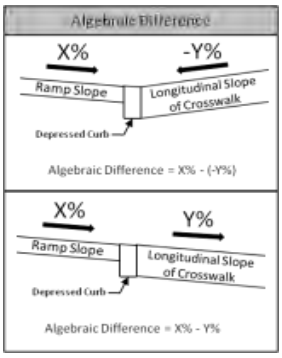
E CHELTENHAM AVE & SAUL ST, PennDOT
Location ID # 12

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	6.00	%	1.40	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		6	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	1.3			
Intersection Ramp # of #	5	6				
*Ramp Location (Use Figure Below)	12					
*Curb Ramp Type	Type 1					
*North Leg	SAUL	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E CHELTENHAM	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	SAUL	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E CHELTENHAM	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					





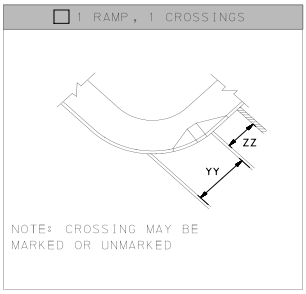


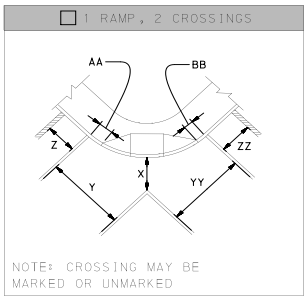


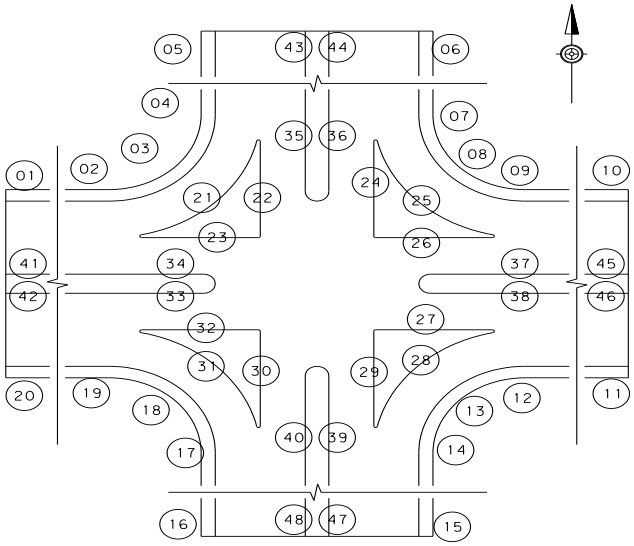
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-SAULSt-ECHELTENHAMAve-SAULSt-ECHELTENHAMAve-2023-07-10-12-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



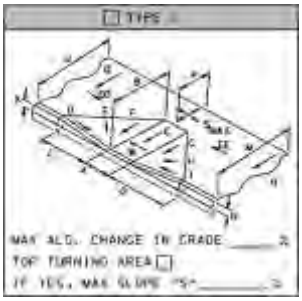




pennsylvania
DEPARTMENT OF TRANSPORTATION

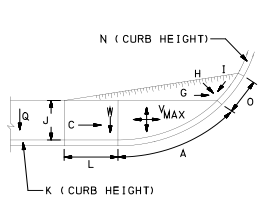
E CHELTENHAM AVE & SAUL ST, PennDOT
Location ID # 12

☐ TYPE 1



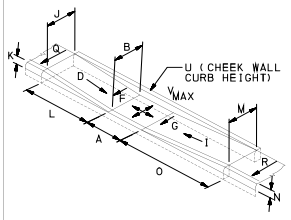
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



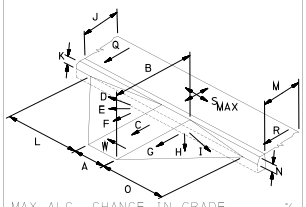
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



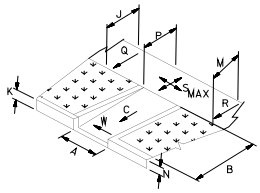
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



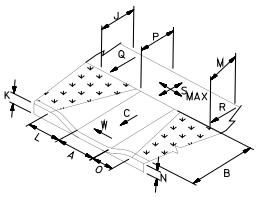
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



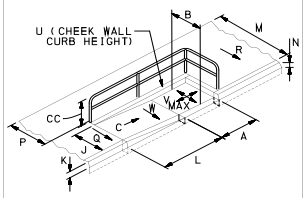
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



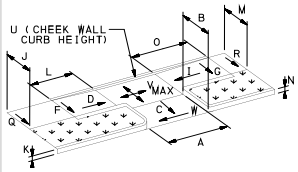
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



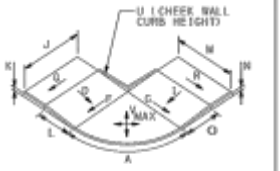
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DRIVEWAY TRANSITION



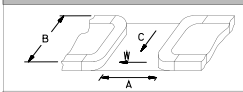
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

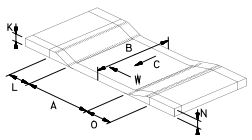
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	42	(IN)	
*	C	6.50	(%)	
*	D	3.70	(%)	
	E	7.30	(%)	
*	F	7.40	(%)	
*	G	7.70	(%)	
	H	10.00	(%)	
*	I	8.60	(%)	
*	J	62	(IN)	
	K	4	(IN)	
	L	28	(IN)	
*	M	100	(IN)	
	N	1	(IN)	
	O	46	(IN)	
*	P	80	(IN)	
*	Q	1.30	(%)	
*	R	0.30	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.20	(%)	
*	EE	3.00	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

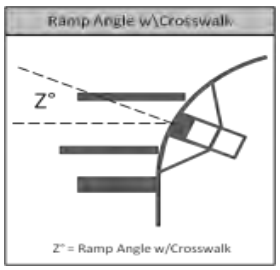
C-06-101-60000-SAULSt-ECHELTENHAMAve-SAULSt-ECHELTENHAMAve-2023-07-10-12-Type1

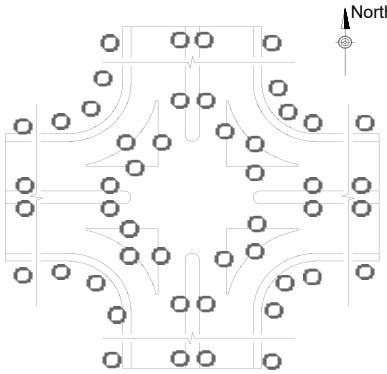
▲ **NOTE: If additional space for typed comments is required, please use**

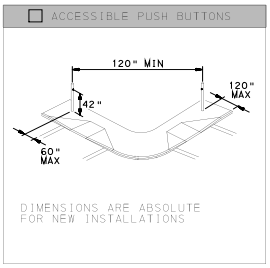
pennsylvania
DEPARTMENT OF TRANSPORTATION

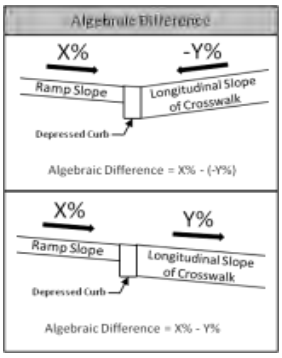
E CHELTENHAM AVE & SAUL ST, PennDOT
Location ID # 14

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1					
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	6.70	%	0.90	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	6	6			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg	SAUL	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	E CHELTENHAM	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	SAUL	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	E CHELTENHAM	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				





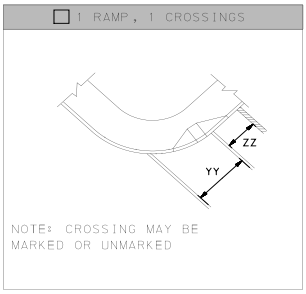


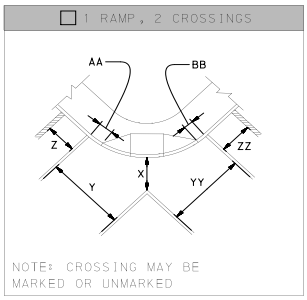


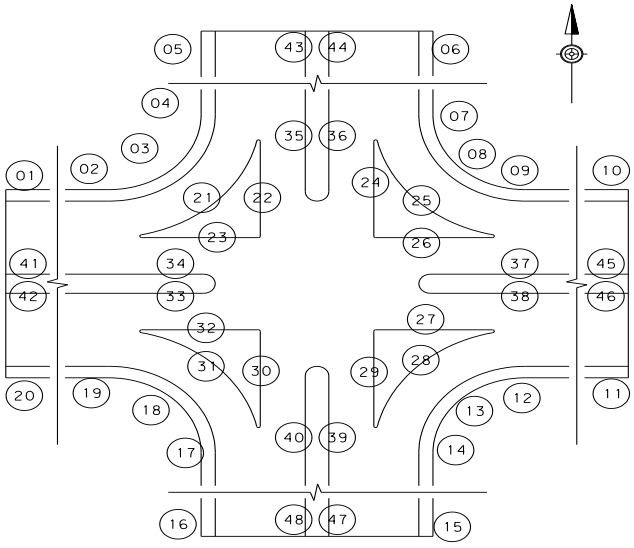
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-SAULSt-ECHELTENHAMAve-SAULSt-ECHELTENHAMAve-2023-07-10-14-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



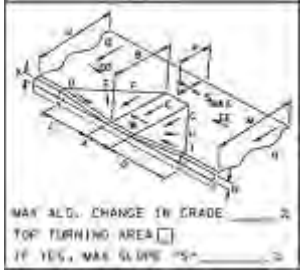




pennsylvania
DEPARTMENT OF TRANSPORTATION

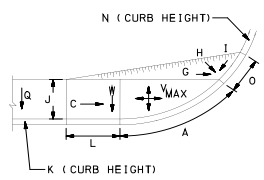
E CHELTENHAM AVE & SAUL ST, PennDOT
Location ID # 14

☐ TYPE 1



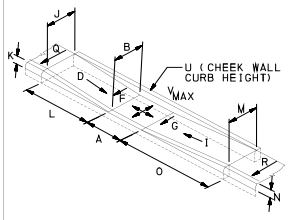
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



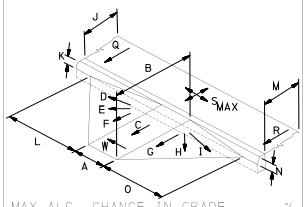
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



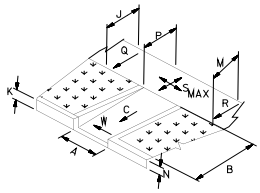
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



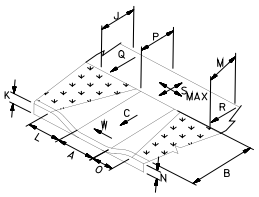
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



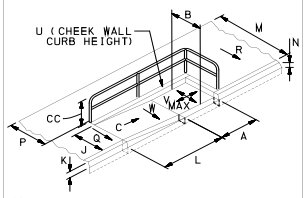
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



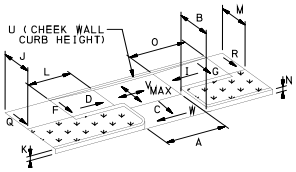
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



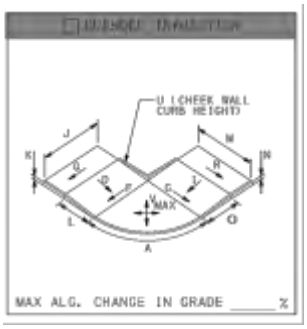
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



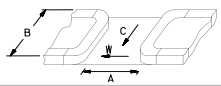
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

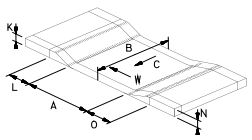
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



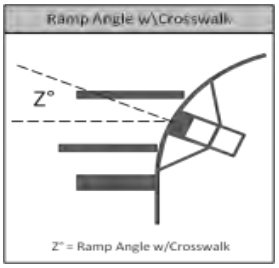
	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	47	(IN)	
*	C	3.40	(%)	
*	D	5.70	(%)	
	E	6.10	(%)	
*	F	3.90	(%)	
*	G	2.80	(%)	
	H	5.20	(%)	
*	I	4.80	(%)	
*	J	62	(IN)	
	K	1	(IN)	
	L	48	(IN)	
*	M	100	(IN)	
	N	3	(IN)	
	O	40	(IN)	
*	P	64	(IN)	
*	Q	1.30	(%)	
*	R	0.30	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.20	(%)	
*	EE	3.00	(%)	

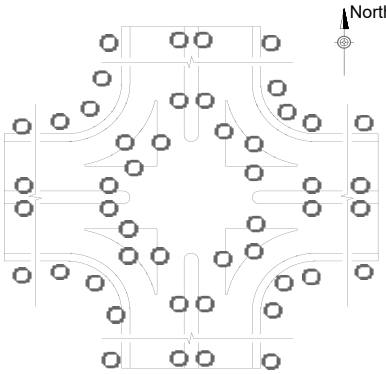
	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

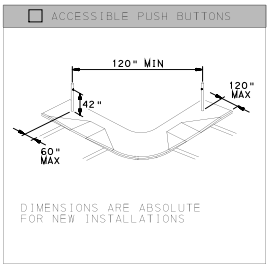
▲ **NOTE: If additional space for typed comments is required, please use**

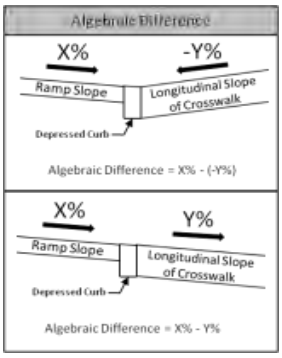
E CHELTENHAM AVE & SAUL ST, PennDOT
Location ID # 17

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	5.20	%	1.10	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	1	6				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 1					
*North Leg	E CHELTENHAM	(segment)	(offset)			
*North Leg Desc.	Ave					
*East Leg	SAUL	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	E CHELTENHAM	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	SAUL	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





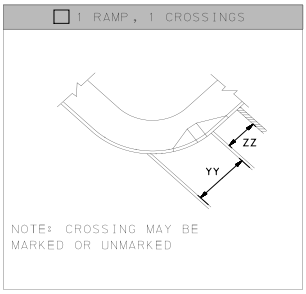


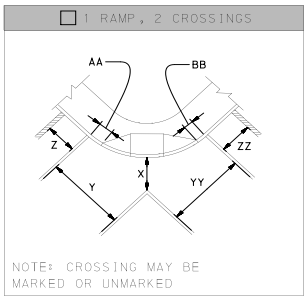


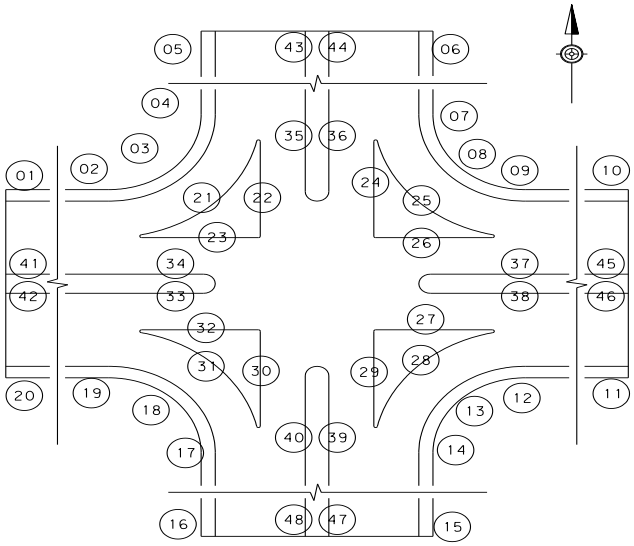
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-ECHELTENHAMAve-SAULSt-ECHELTENHAMAve-SAULSt-2023-07-10-17-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



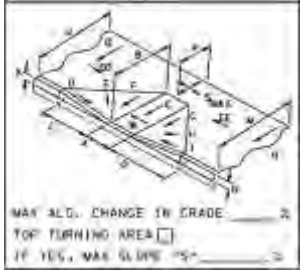




pennsylvania
DEPARTMENT OF TRANSPORTATION

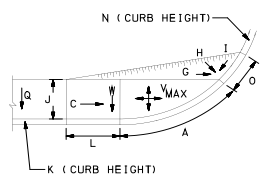
E CHELTENHAM AVE & SAUL ST, PennDOT
Location ID # 17

☐ TYPE 1



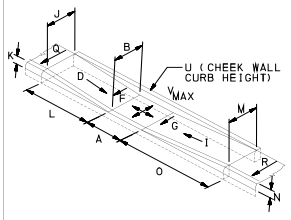
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



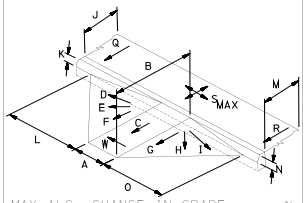
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



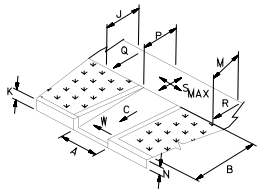
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



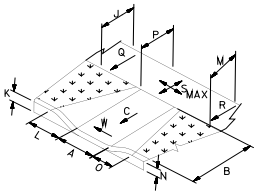
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



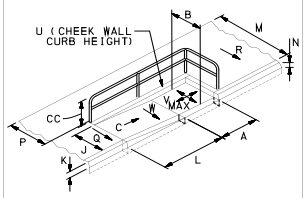
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



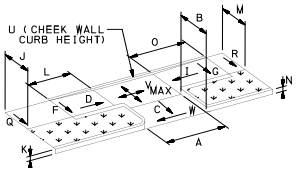
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



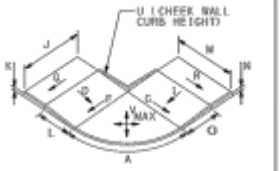
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DRIVEWAY DEPRESSION



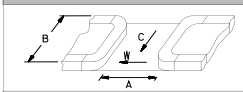
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

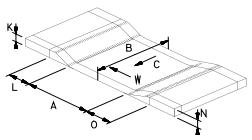
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	58	(IN)	
*	C	4.20	(%)	
*	D	4.90	(%)	
	E	5.90	(%)	
*	F	5.30	(%)	
*	G	4.10	(%)	
	H	4.70	(%)	
*	I	3.70	(%)	
*	J	140	(IN)	
	K	2	(IN)	
	L	31	(IN)	
*	M	90	(IN)	
	N	3	(IN)	
	O	33	(IN)	
*	P	75	(IN)	
*	Q	1.90	(%)	
*	R	2.40	(%)	
*	S	0.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.90	(%)	
*	EE	2.90	(%)	

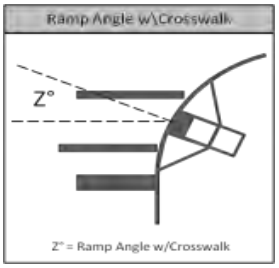
DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)	2.90	(%)

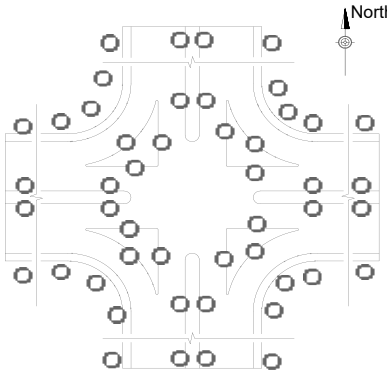
C-06-101-60000-ECHELTENHAMAve-SAULSt-ECHELTENHAMAve-SAULSt-2023-07-10-17-Type1

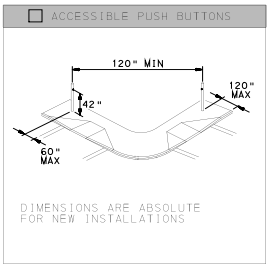
▲ **NOTE: If additional space for typed comments is required, please use**

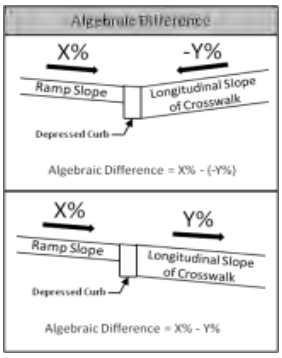
E CHELTENHAM AVE & SAUL ST, PennDOT
Location ID # 19

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.00	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	7.0		
Intersection Ramp # of #	2	6			
*Ramp Location (Use Figure Below)		19			
*Curb Ramp Type	Type 1				
*North Leg	E CHELTENHAM	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	SAUL	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	E CHELTENHAM	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	SAUL	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





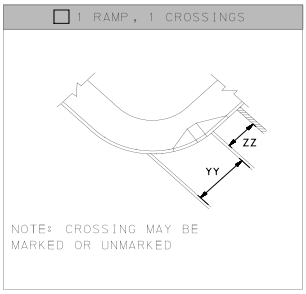


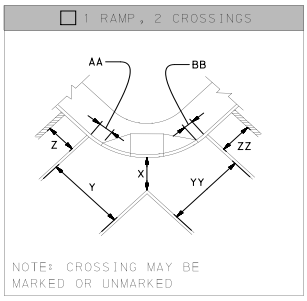


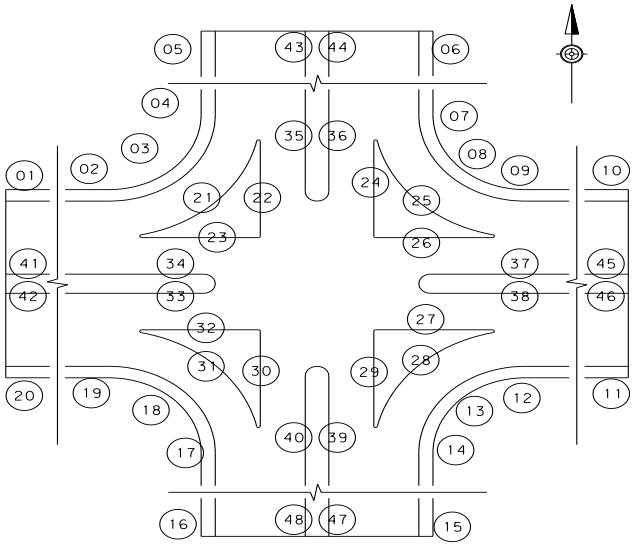
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-ECHELTENHAMAve-SAULSt-ECHELTENHAMAve-SAULSt-2023-07-10-19-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



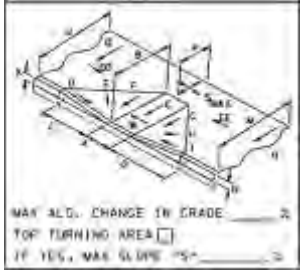




pennsylvania
DEPARTMENT OF TRANSPORTATION

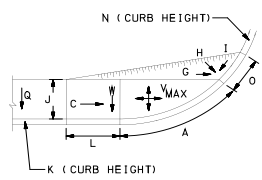
E CHELTENHAM AVE & SAUL ST, PennDOT
Location ID # 19

☐ TYPE 1



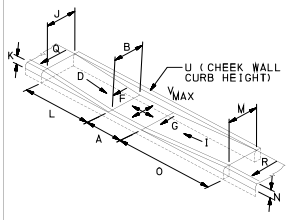
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



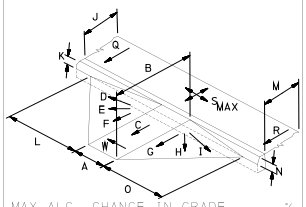
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



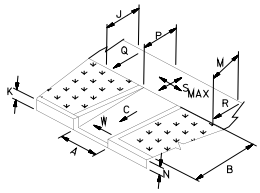
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



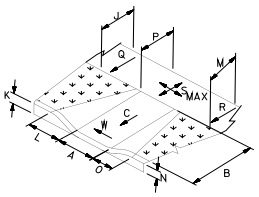
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



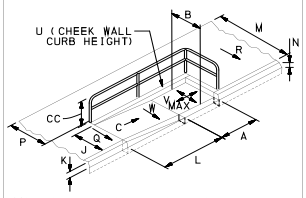
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



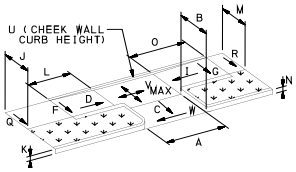
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



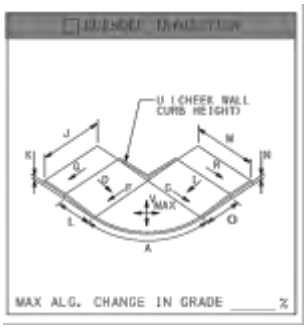
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DRIVE IN/OUT



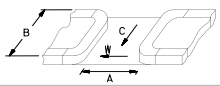
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

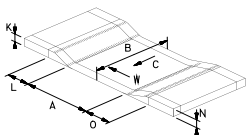
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	54	(IN)	
*	C	5.30	(%)	
*	D	7.50	(%)	
	E	8.80	(%)	
*	F	5.50	(%)	
*	G	6.90	(%)	
	H	10.00	(%)	
*	I	6.90	(%)	
*	J	140	(IN)	
	K	3	(IN)	
	L	32	(IN)	
*	M	90	(IN)	
	N	4	(IN)	
	O	61	(IN)	
*	P	72	(IN)	
*	Q	1.90	(%)	
*	R	2.40	(%)	
*	S	0.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	2.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	na
*	Z		(IN)	
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.90	(%)	
*	EE	2.90	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)	6.00	(%)

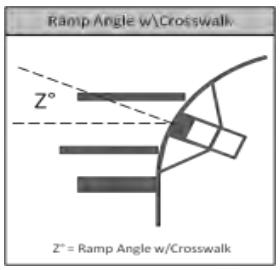
C-06-101-60000-ECHELTENHAMAve-SAULSt-ECHELTENHAMAve-SAULSt-2023-07-10-19-Type1

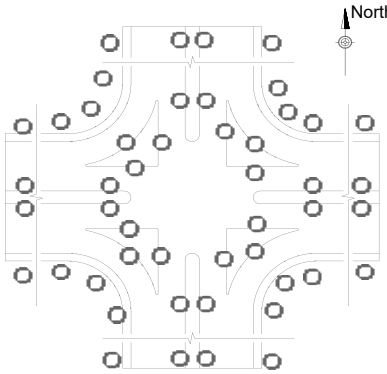
▲ **NOTE: If additional space for typed comments is required, please use**

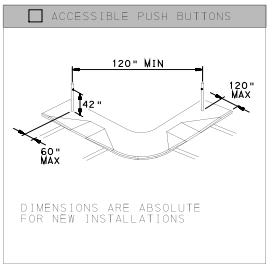
pennsylvania
DEPARTMENT OF TRANSPORTATION

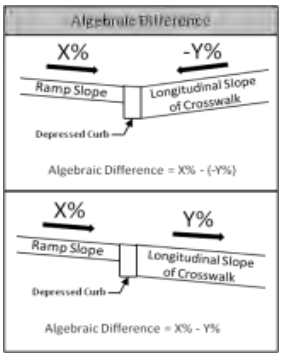
EASTWOOD ST & KNORR ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.50	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		17	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		1	8			
*Ramp Location (Use Figure Below)			02			
*Curb Ramp Type	Type 1					
*North Leg	EASTWOOD	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	EASTWOOD	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





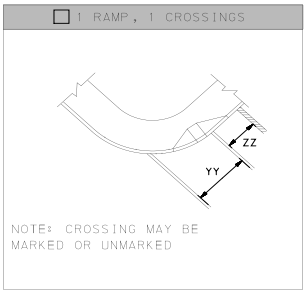


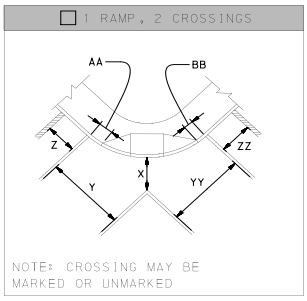


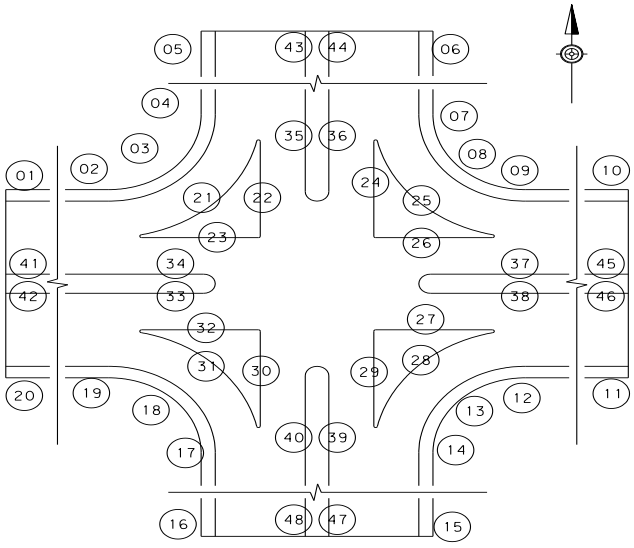
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-EASTWOODSt-KNORRSt-EASTWOODSt-KNORRSt-2023-07-10-2-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



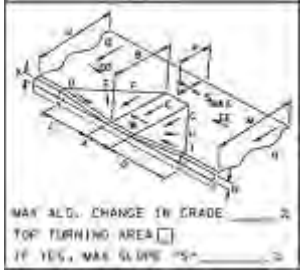




pennsylvania
DEPARTMENT OF TRANSPORTATION

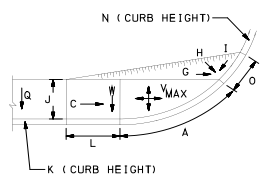
EASTWOOD ST & KNORR ST, PennDOT Location ID # 2

☐ TYPE 1



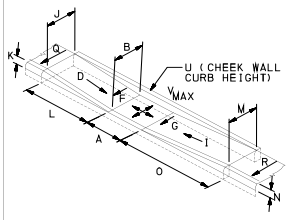
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



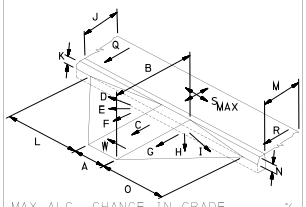
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



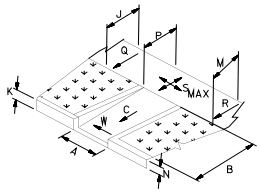
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



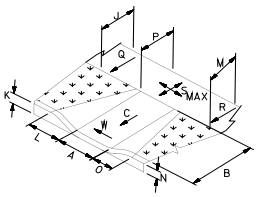
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



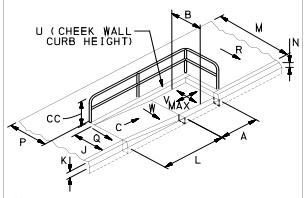
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



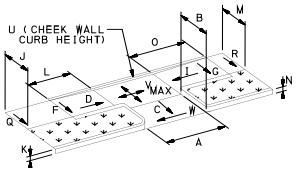
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



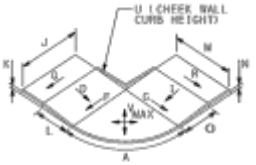
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



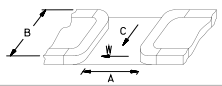
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

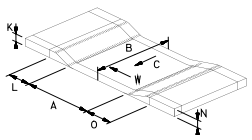
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	34	(IN)	
*	C	5.60	(%)	
*	D	4.50	(%)	
	E	5.70	(%)	
*	F	5.30	(%)	
*	G	5.90	(%)	
	H	7.00	(%)	
*	I	4.50	(%)	
*	J	90	(IN)	
	K	3	(IN)	
	L	45	(IN)	
*	M	90	(IN)	
	N	2	(IN)	
	O	26	(IN)	
*	P	57	(IN)	
*	Q	1.40	(%)	
*	R	1.50	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.00	(%)	
*	EE	2.00	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

▲ **NOTE: If additional space for typed comments is required, please use**

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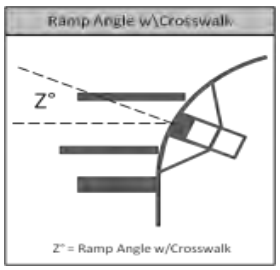
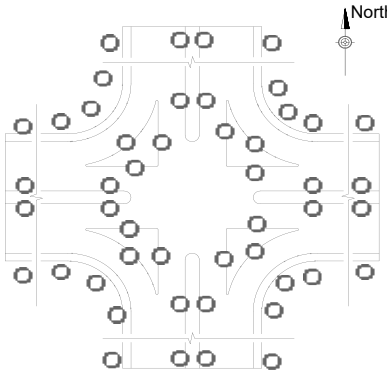
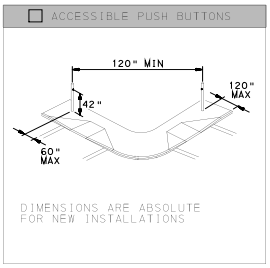
DEPARTMENT OF TRANSPORTATION

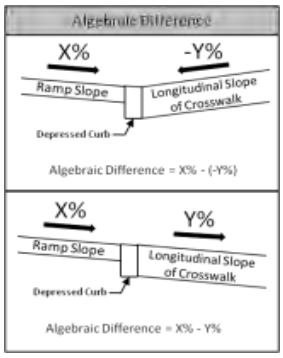
EASTWOOD ST & KNORR ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	4					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.30	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		18	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	2	8				
*Ramp Location (Use Figure Below)		04				
*Curb Ramp Type	Type 1					
*North Leg	EASTWOOD	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	EASTWOOD	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





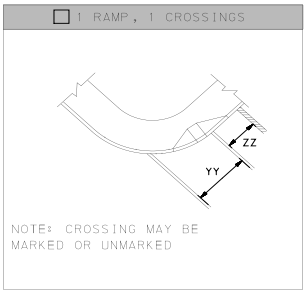


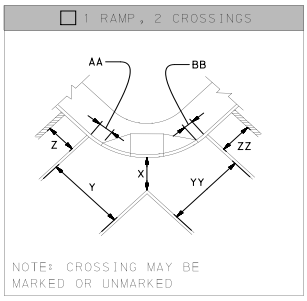


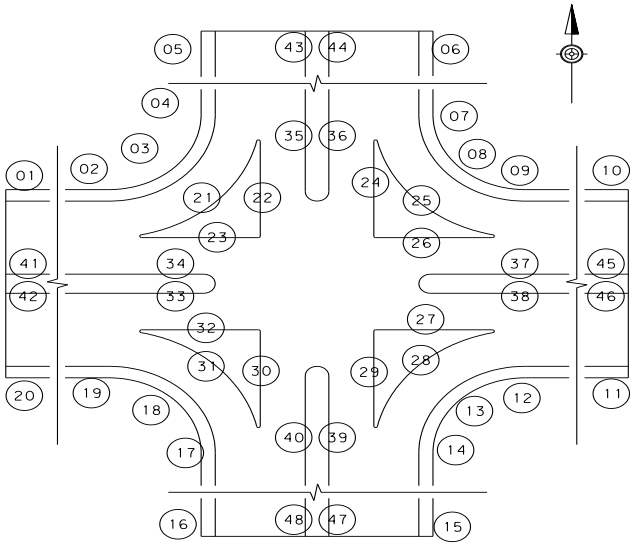
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-EASTWOODSt-KNORRSt-EASTWOODSt-KNORRSt-2023-07-10-4-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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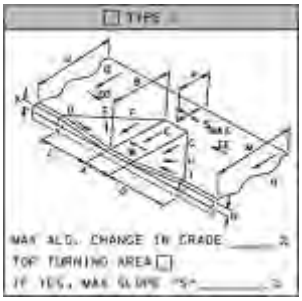
DEPARTMENT OF TRANSPORTATION

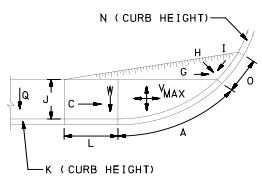
EASTWOOD ST & KNORR ST, PennDOT Location ID # 4

TYPE 1



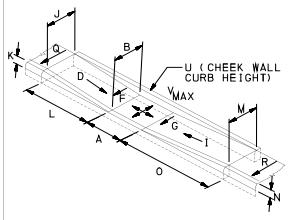
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 1A



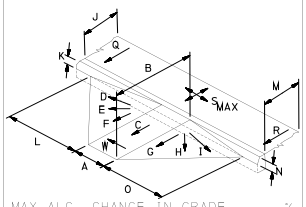
MAX ALG. CHANGE IN GRADE _____ %

TYPE 2



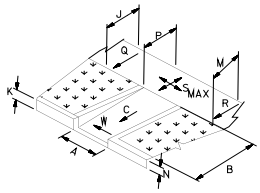
MAX ALG. CHANGE IN GRADE _____ %

TYPE 3



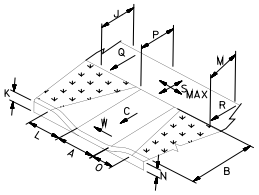
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4



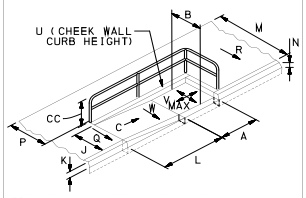
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



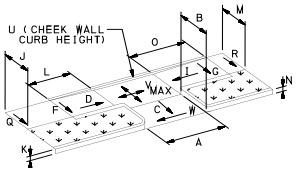
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 5



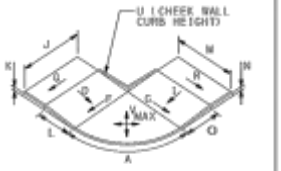
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

[redacted]



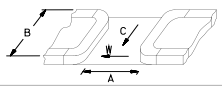
MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

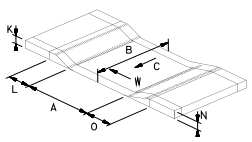
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN



TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	34	(IN)	
*	C	6.80	(%)	
*	D	5.50	(%)	
	E	6.00	(%)	
*	F	7.70	(%)	
*	G	4.60	(%)	
	H	6.20	(%)	
*	I	5.20	(%)	
*	J	90	(IN)	
	K	2	(IN)	
	L	24	(IN)	
*	M	90	(IN)	
	N	4	(IN)	
	O	46	(IN)	
*	P	54	(IN)	
*	Q	1.40	(%)	
*	R	1.50	(%)	
*	S	1.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.80	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.00	(%)	
*	EE	2.00	(%)	

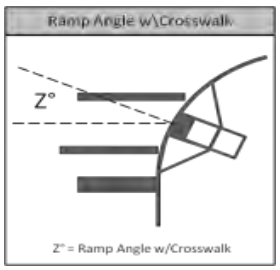
DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

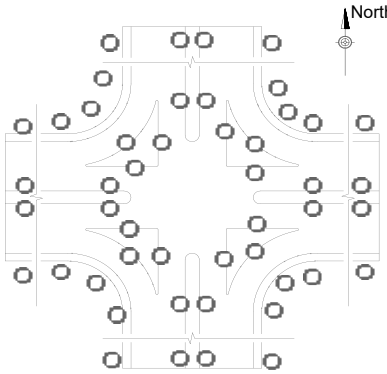
▲ **NOTE: If additional space for typed comments is required, please use**

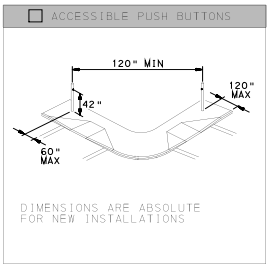
pennsylvania
DEPARTMENT OF TRANSPORTATION

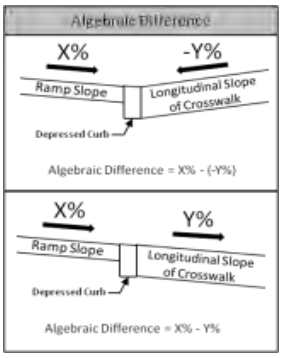
EASTWOOD ST & KNORR ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	0.10	%	1.30	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		17	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	4.6		
Intersection Ramp # of #	3	8			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				
*North Leg	EASTWOOD	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	EASTWOOD	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





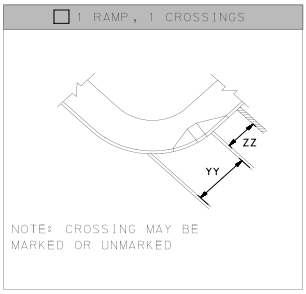


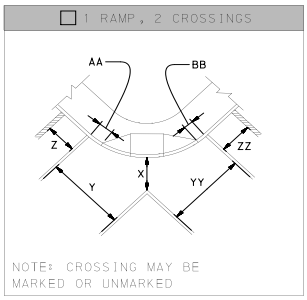


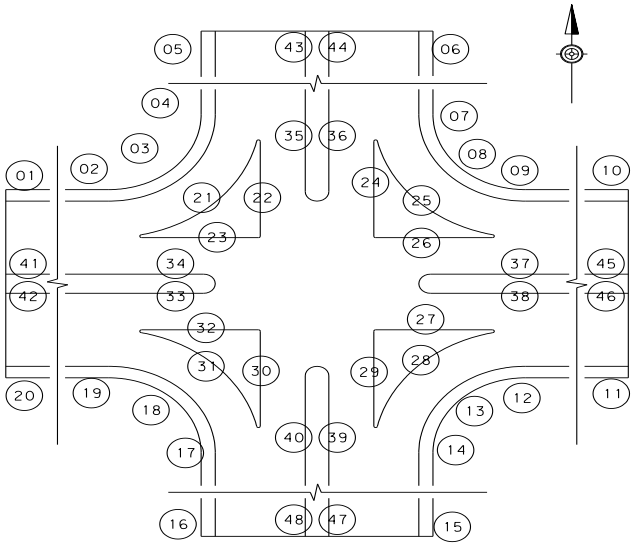
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-EASTWOODSt-KNORRSt-EASTWOODSt-KNORRSt-2023-07-10-7-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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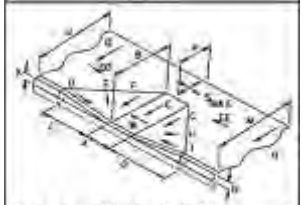
DEPARTMENT OF TRANSPORTATION

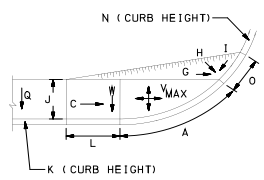
EASTWOOD ST & KNORR ST, PennDOT Location ID # 7

☐ TYPE 1



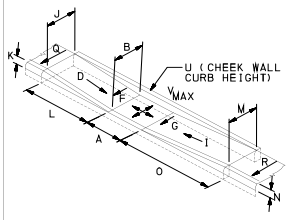
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



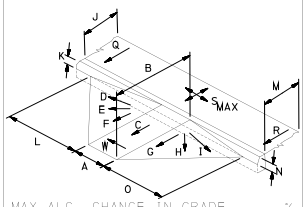
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



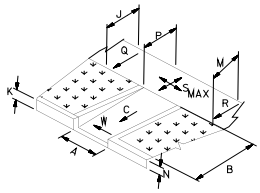
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



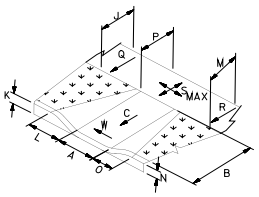
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



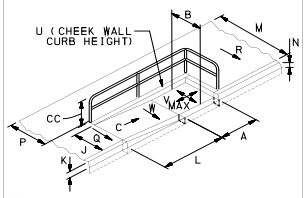
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



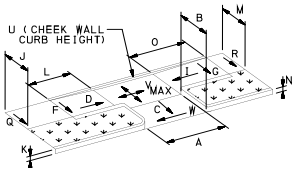
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



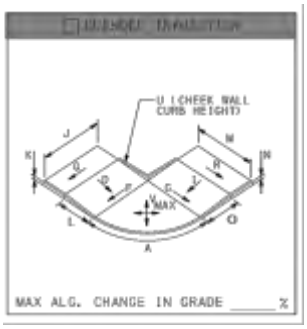
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



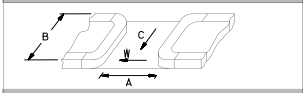
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

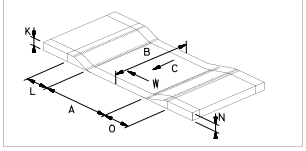
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	50	(IN)	
*	C	5.70	(%)	
*	D	7.90	(%)	
	E	9.80	(%)	
*	F	7.30	(%)	
*	G	5.70	(%)	
	H	6.00	(%)	
*	I	7.50	(%)	
*	J	56	(IN)	
	K	6	(IN)	
	L	36	(IN)	
*	M	56	(IN)	
	N	4	(IN)	
	O	27	(IN)	
*	P	60	(IN)	
*	Q	1.70	(%)	
*	R	0.20	(%)	
*	S	0.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.40	(%)	
*	EE	0.70	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)	4.70	(%)

C-06-101-60000-EASTWOODSt-KNORRSt-EASTWOODSt-KNORRSt-2023-07-10-7-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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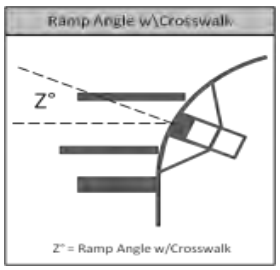
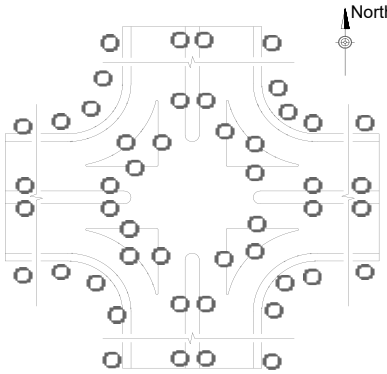
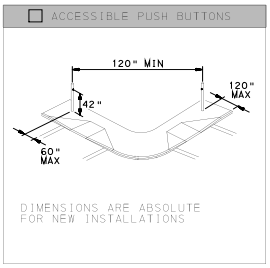
DEPARTMENT OF TRANSPORTATION

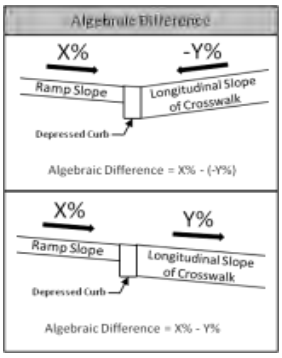
EASTWOOD ST & KNORR ST, PennDOT Location
ID # 9

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	0.10	%	0.10	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		20	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	4	8			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				
*North Leg	EASTWOOD	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	EASTWOOD	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





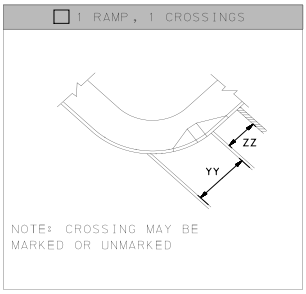


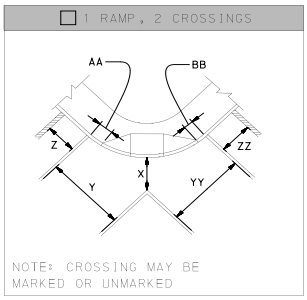


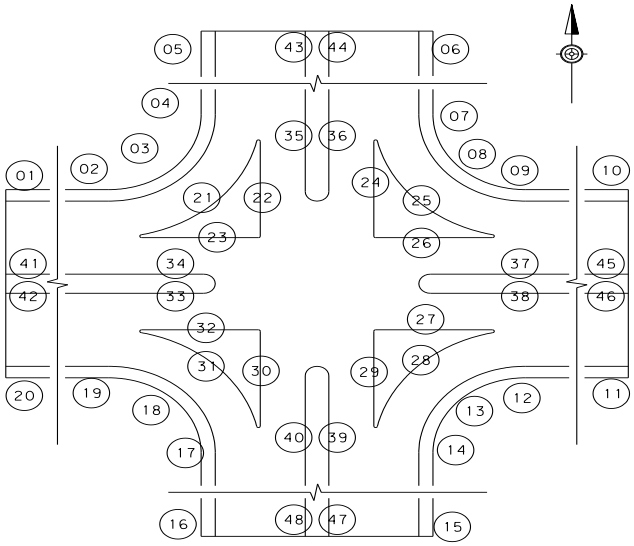
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-EASTWOODSt-KNORRSt-EASTWOODSt-KNORRSt-2023-07-10-9-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



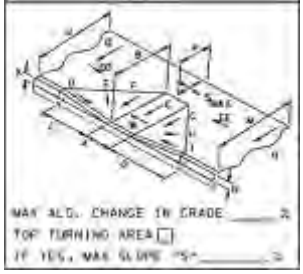




pennsylvania
DEPARTMENT OF TRANSPORTATION

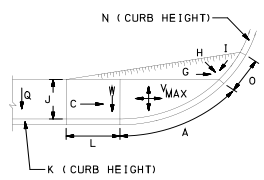
EASTWOOD ST & KNORR ST, PennDOT Location ID # 9

☐ TYPE 1



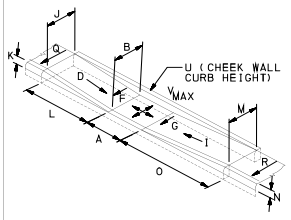
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



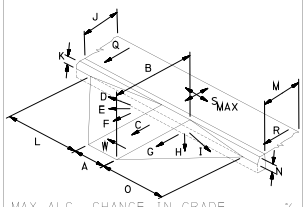
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



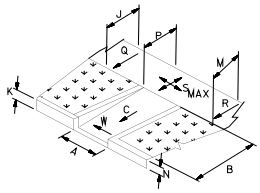
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



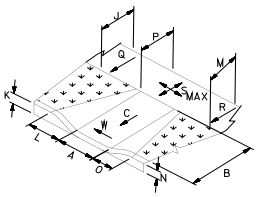
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



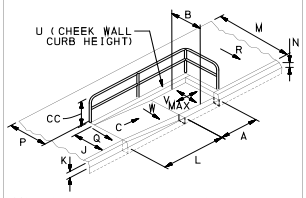
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



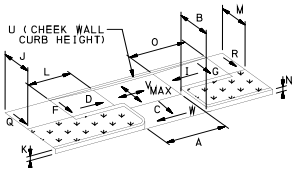
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



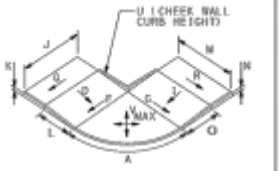
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DRIVEWAY TRANSITION



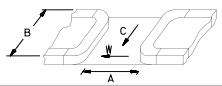
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

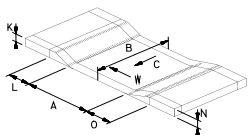
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	50	(IN)	
*	C	5.40	(%)	
*	D	2.40	(%)	
	E	3.40	(%)	
*	F	3.80	(%)	
*	G	999	(%)	Cannot be completed
	H	5.50	(%)	
*	I	3.50	(%)	
*	J	56	(IN)	
	K	6	(IN)	
	L	26	(IN)	
*	M	56	(IN)	
	N	4	(IN)	
	O	73	(IN)	
*	P	60	(IN)	
*	Q	1.70	(%)	
*	R	0.20	(%)	
*	S	0.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.40	(%)	
*	EE	0.70	(%)	

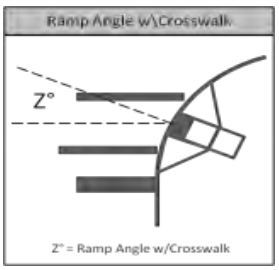
DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	3.80	(%)

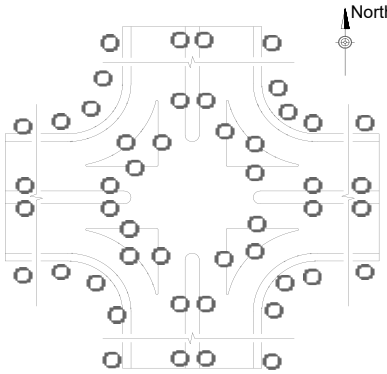
▲ **NOTE: If additional space for typed comments is required, please use**

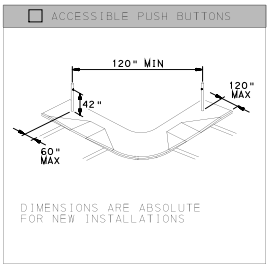
pennsylvania
DEPARTMENT OF TRANSPORTATION

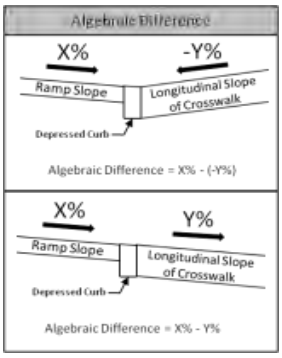
EASTWOOD ST & KNORR ST, PennDOT Location
ID # 12

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	N/A				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.80	%	0.90	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		22	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	5	8	comments not recorded			
*Ramp Location (Use Figure Below)		12				
*Curb Ramp Type	Type 1					
*North Leg	EASTWOOD	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	EASTWOOD	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





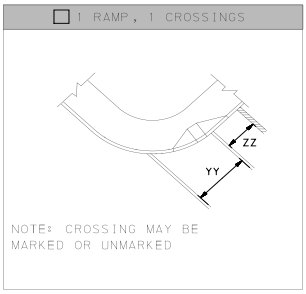


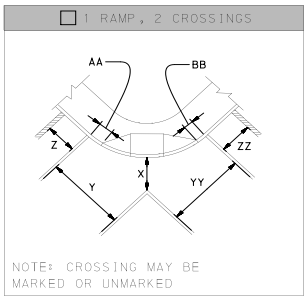


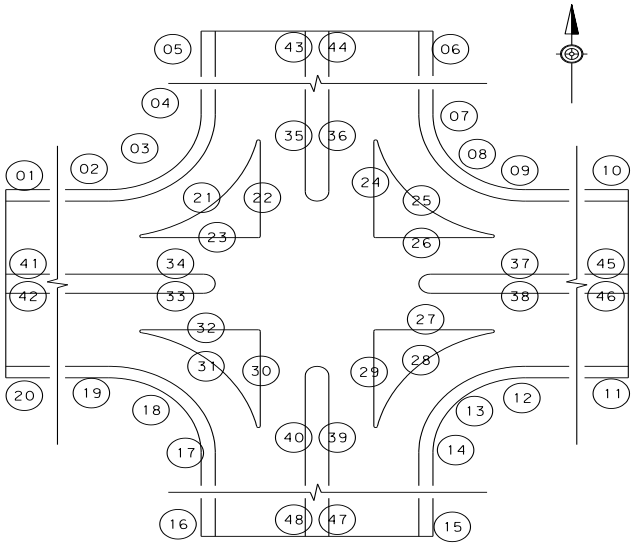
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-EASTWOODSt-KNORRSt-EASTWOODSt-KNORRSt-2023-07-10-12-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



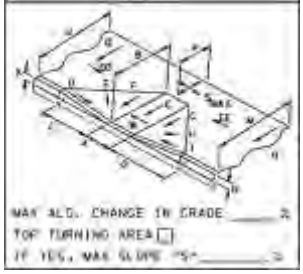




EASTWOOD ST & KNORR ST, PennDOT Location ID # 12

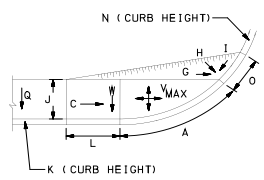
pennsylvania
DEPARTMENT OF TRANSPORTATION

☐ TYPE 1



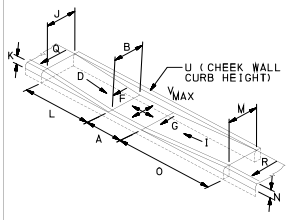
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



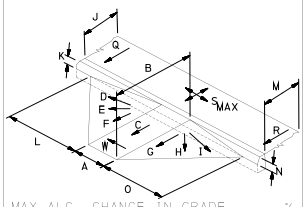
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



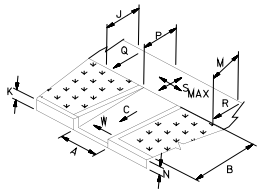
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



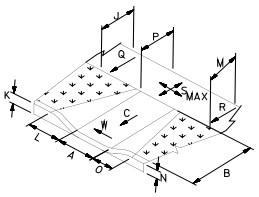
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



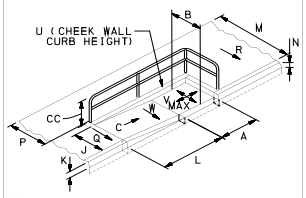
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



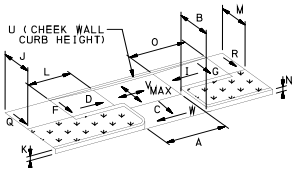
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



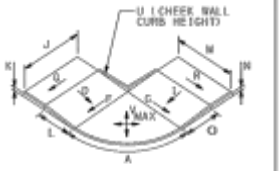
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



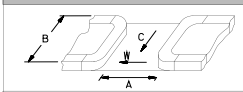
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

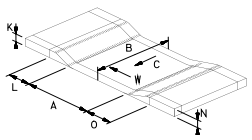
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	42	(IN)
*	C	1.40	(%)
*	D	9.80	(%)
	E	7.20	(%)
*	F	1.80	(%)
*	G	1.60	(%)
	H	1.40	(%)
*	I	1.00	(%)
*	J	55	(IN)
	K	4	(IN)
	L	33	(IN)
*	M	85	(IN)
	N	2	(IN)
	O	25	(IN)
*	P	52	(IN)
*	Q	4.40	(%)
*	R	0.30	(%)
*	S	0.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY		(IN)
*	Z		(IN)
*	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.00	(%)
*	EE	1.00	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments ▲

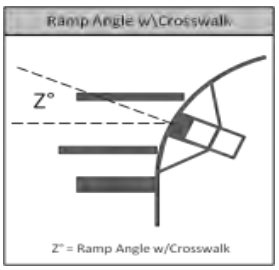
▲ **NOTE: If additional space for typed comments is required, please use**

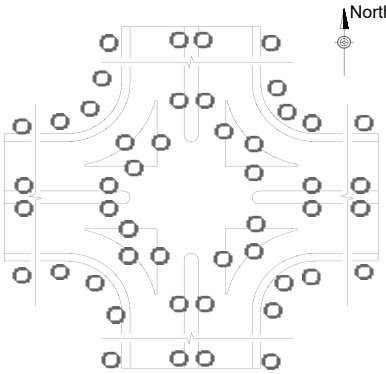
pennsylvania
DEPARTMENT OF TRANSPORTATION

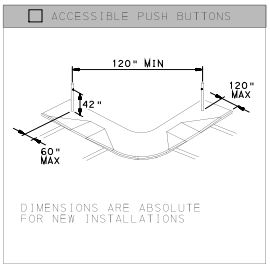
EASTWOOD ST & KNORR ST, PennDOT Location
ID # 14

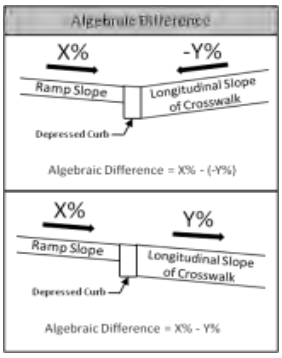
*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.80	%	1.70	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		23	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	6	8				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					
*North Leg	EASTWOOD	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	EASTWOOD	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					

Comments not recorded





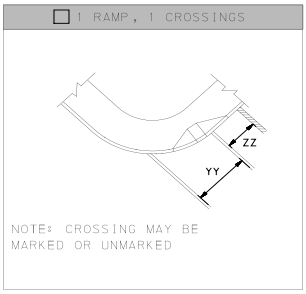


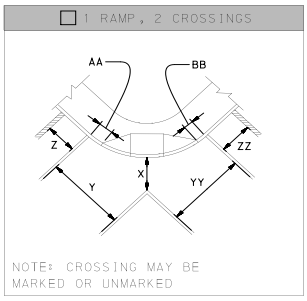


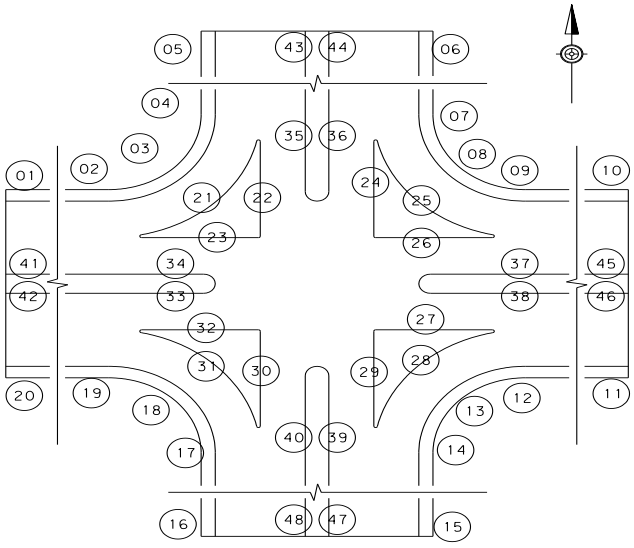
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-EASTWOODSt-KNORRSt-EASTWOODSt-KNORRSt-2023-07-10-14-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



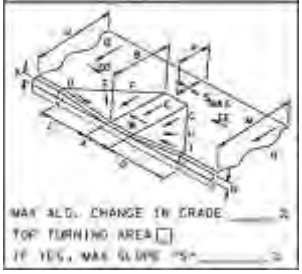




EASTWOOD ST & KNORR ST, PennDOT Location
ID # 14

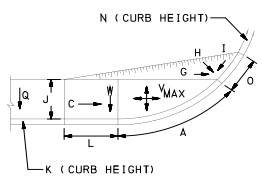
pennsylvania
DEPARTMENT OF TRANSPORTATION

☐ TYPE 1



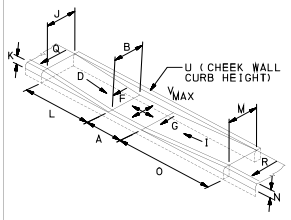
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



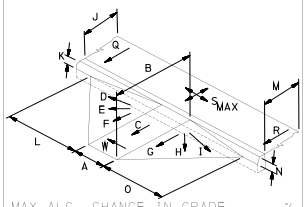
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



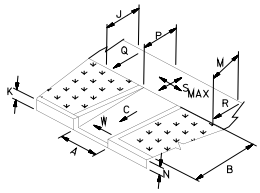
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



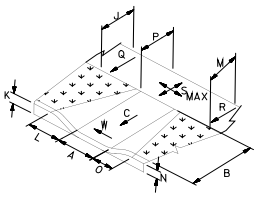
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



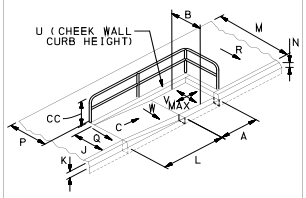
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



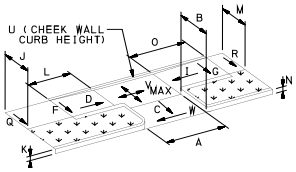
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



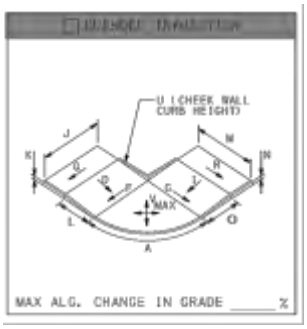
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible] INVERTED



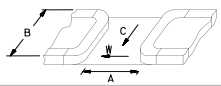
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

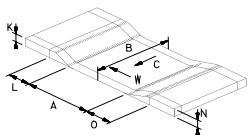
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	42	(IN)	
*	C	5.50	(%)	
*	D	7.60	(%)	
	E	8.60	(%)	
*	F	5.10	(%)	
*	G	6.40	(%)	
	H	7.00	(%)	
*	I	6.00	(%)	
*	J	55	(IN)	
	K	2	(IN)	
	L	28	(IN)	
*	M	85	(IN)	
	N	4	(IN)	
	O	36	(IN)	
*	P	48	(IN)	
*	Q	4.40	(%)	
*	R	0.30	(%)	
*	S	0.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.80	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	Cannot be completed
*	Z		(IN)	
*	ZZ	999	(IN)	Cannot be completed
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.00	(%)	
*	EE	1.00	(%)	

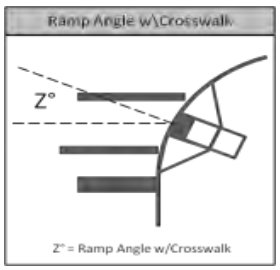
DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

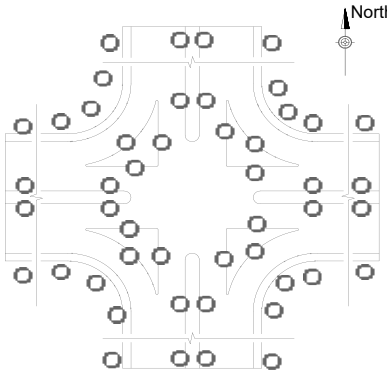
▲ **NOTE: If additional space for typed comments is required, please use**

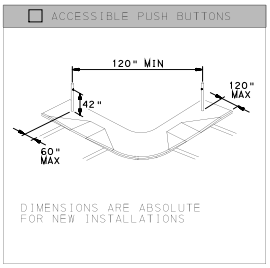
pennsylvania
DEPARTMENT OF TRANSPORTATION

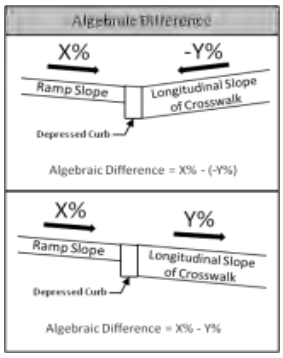
EASTWOOD ST & KNORR ST, PennDOT Location
ID # 17

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.50	%	1.10	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		9	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		7	8			
*Ramp Location (Use Figure Below)			17			
*Curb Ramp Type	Type 1					
*North Leg	EASTWOOD	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	EASTWOOD	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





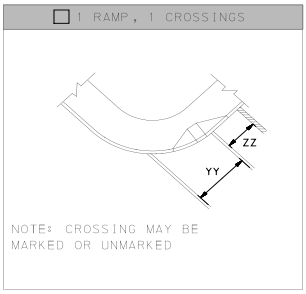


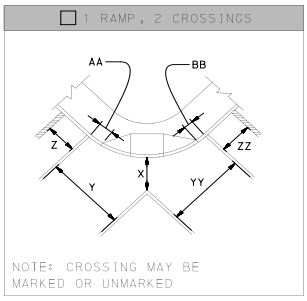


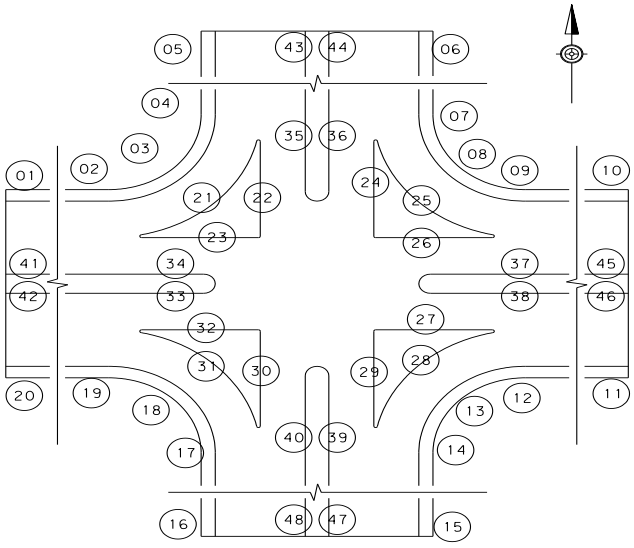
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-EASTWOODSt-KNORRSt-EASTWOODSt-KNORRSt-2023-07-10-17-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



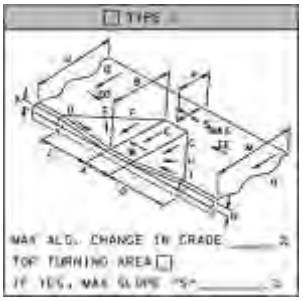




EASTWOOD ST & KNORR ST, PennDOT Location ID # 17

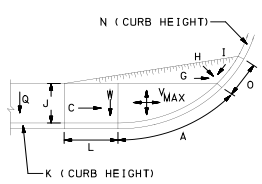
pennsylvania
DEPARTMENT OF TRANSPORTATION

☐ TYPE 1



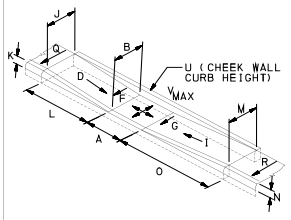
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



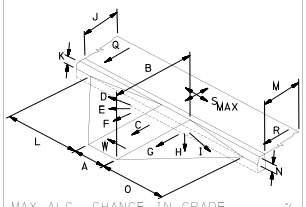
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



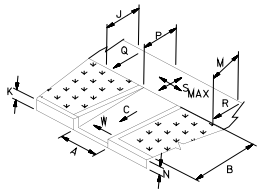
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



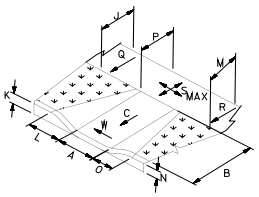
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



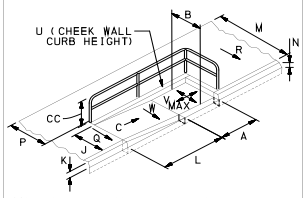
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



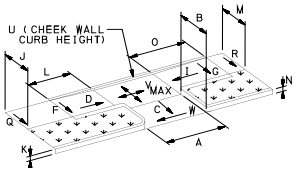
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



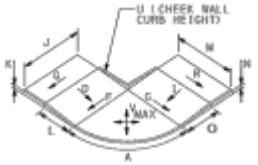
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



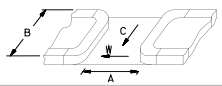
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

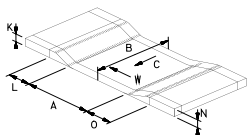
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	44	(IN)	
*	C	5.70	(%)	
*	D	8.50	(%)	
	E	8.90	(%)	
*	F	5.20	(%)	
*	G	5.60	(%)	
	H	5.40	(%)	
*	I	4.90	(%)	
*	J	67	(IN)	
	K	5	(IN)	
	L	37	(IN)	
*	M	104	(IN)	
	N	2	(IN)	
	O	27	(IN)	
*	P	65	(IN)	
*	Q	0.10	(%)	
*	R	0.20	(%)	
*	S	1.10	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.10	(%)	
*	EE	1.80	(%)	

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	4.40 (%)

▲ **NOTE: If additional space for typed comments is required, please use**

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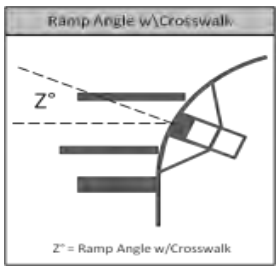
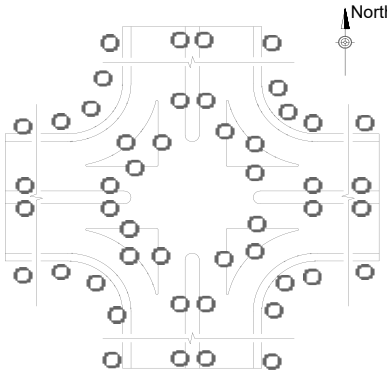
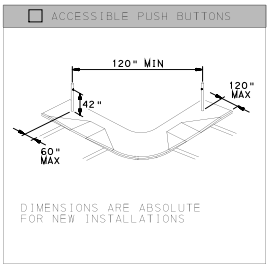
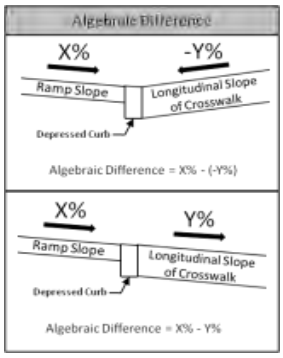
EASTWOOD ST & KNORR ST, PennDOT Location
ID # 19

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Flemming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.60	%	1.00	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		11	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	8	8				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	EASTWOOD	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg		(segment)	(offset)			
*South Leg Desc.						
*West Leg		(segment)	(offset)			
*West Leg Desc.						
Ramp Coordinates	Latitude					
	Longitude					





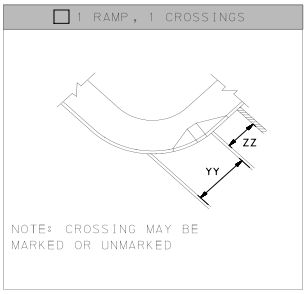


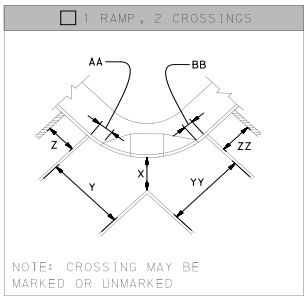


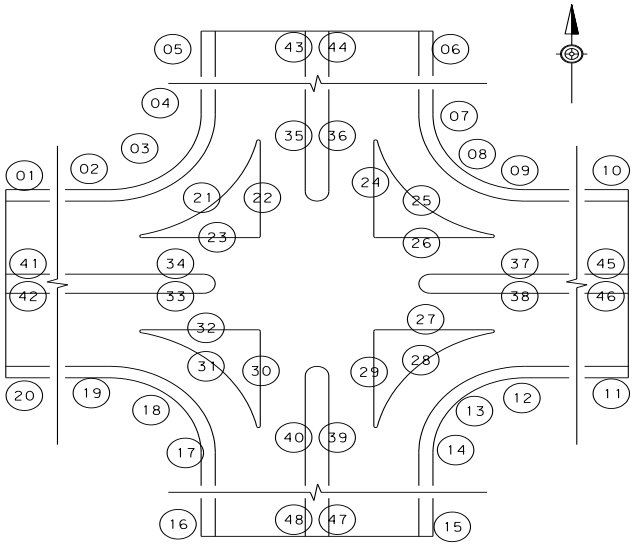
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-EASTWOODSt-KNORRSt-2023-07-10-19-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



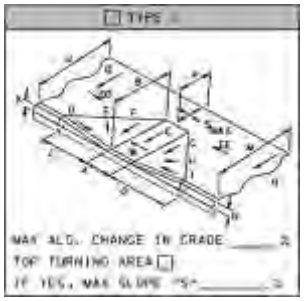




pennsylvania
DEPARTMENT OF TRANSPORTATION

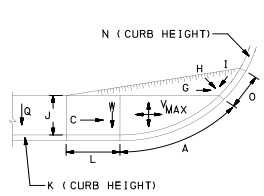
EASTWOOD ST & KNORR ST, PennDOT Location ID # 19

☐ TYPE 1



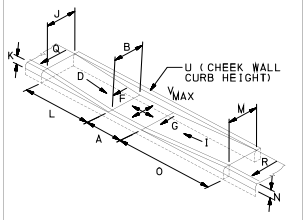
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



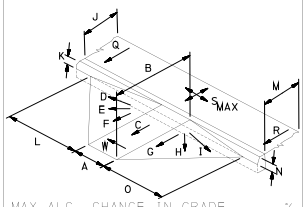
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



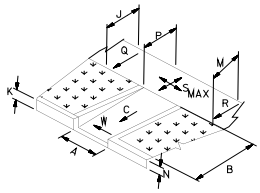
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



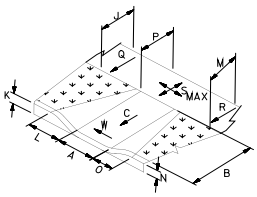
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



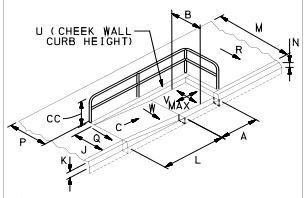
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



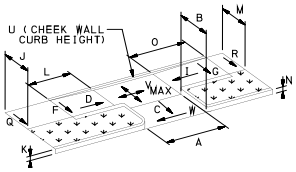
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



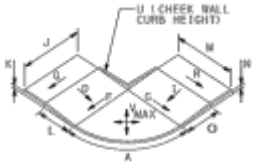
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



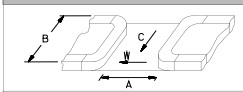
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

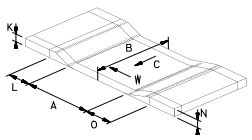
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	45	(IN)	
*	C	6.20	(%)	
*	D	8.30	(%)	
	E	9.30	(%)	
*	F	7.00	(%)	
*	G	5.70	(%)	
	H	6.10	(%)	
*	I	4.70	(%)	
*	J	67	(IN)	
	K	2	(IN)	
	L	28	(IN)	
*	M	104	(IN)	
	N	2	(IN)	
	O	36	(IN)	
*	P	65	(IN)	
*	Q	0.10	(%)	
*	R	0.20	(%)	
*	S	1.10	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.70	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.10	(%)	
*	EE	1.80	(%)	

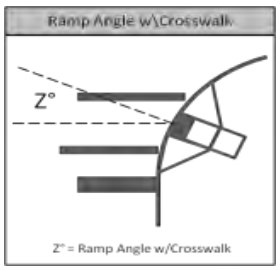
DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	4.50	(%)

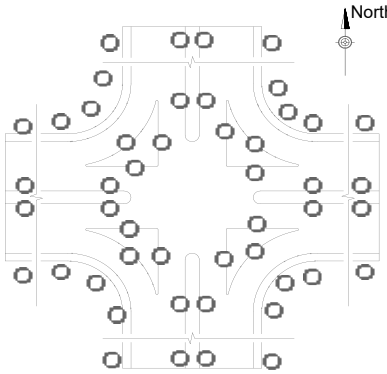
C-06-101-60000-EASTWOODSt-KNORRSt-2023-07-10-19-Type1

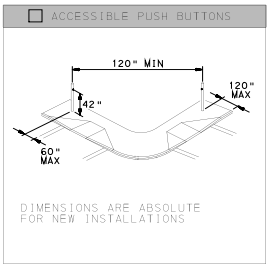
▲ **NOTE: If additional space for typed comments is required, please use**

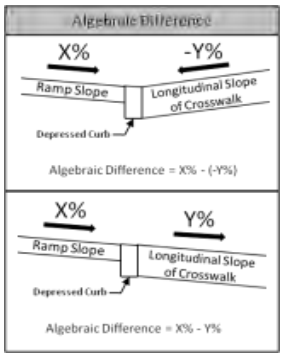
GRANITE ST & LARGE ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	2.00	%	0.40	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		6	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	3	6				
*Ramp Location (Use Figure Below)	02					
*Curb Ramp Type	Type 1					
*North Leg	GRANITE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	LARGE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	GRANITE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	LARGE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





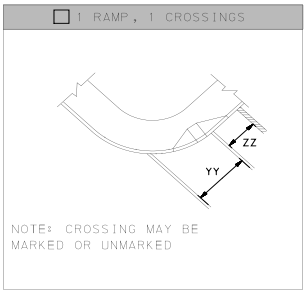


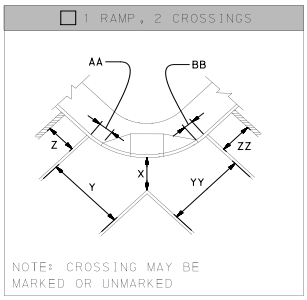


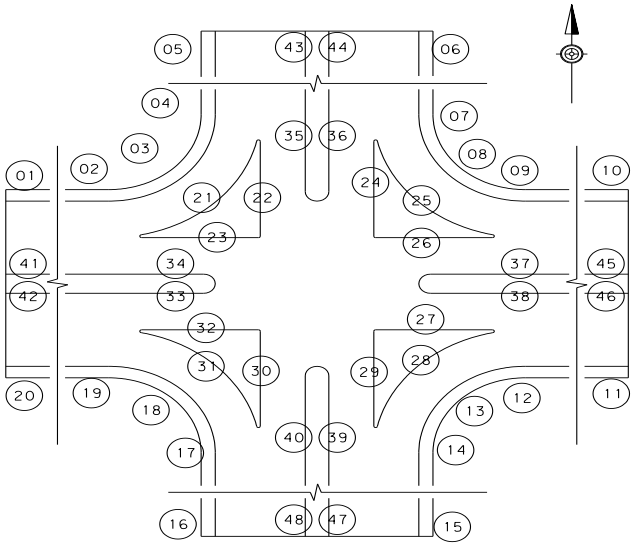
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-GRANITESt-LARGESt-GRANITESt-LARGESt-2023-07-10-2-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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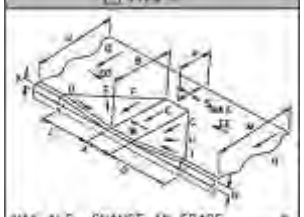
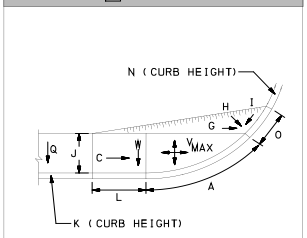
GRANITE ST & LARGE ST, PennDOT Location ID # 2

☐ TYPE 1



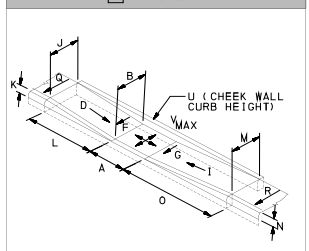
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 1A



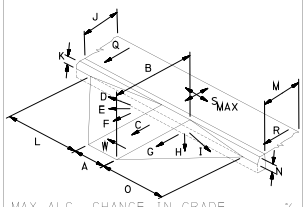
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



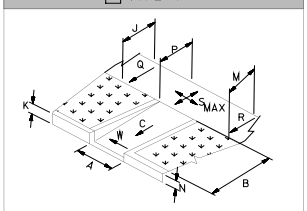
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



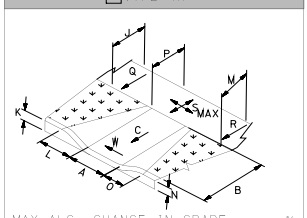
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 4



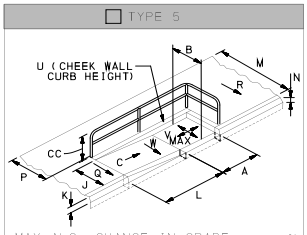
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 4A



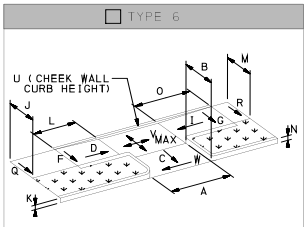
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 5



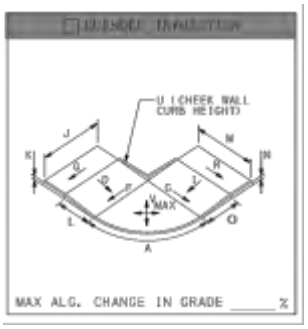
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



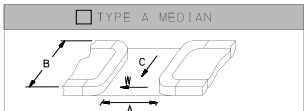
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

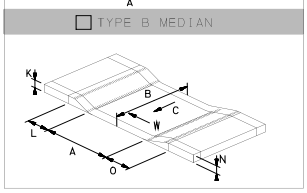
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN

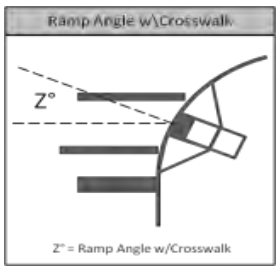


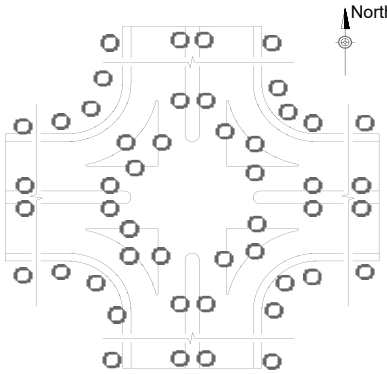
	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	70	(IN)	
*	C	6.50	(%)	
*	D	6.50	(%)	
	E	7.00	(%)	
*	F	7.00	(%)	
*	G	7.50	(%)	
	H	6.80	(%)	
*	I	5.60	(%)	
*	J	60	(IN)	
	K	2	(IN)	
	L	26	(IN)	
*	M	50	(IN)	
	N	3	(IN)	
	O	34	(IN)	
*	P	49	(IN)	
*	Q	0.70	(%)	
*	R	0.80	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	7.30	(%)	
*	EE	1.60	(%)	
	DWS Transition Strip	YES		
	DWS Transition Strip Slope (FF)	5.00	(%)	

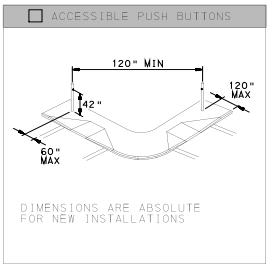
▲ **NOTE: If additional space for typed comments is required, please use**

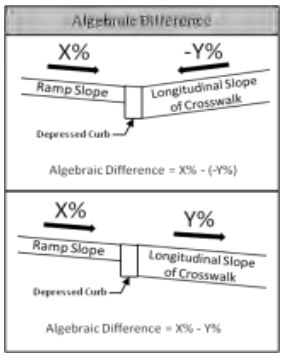
GRANITE ST & LARGE ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.60	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		7	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	6	6				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					
*North Leg	GRANITE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	LARGE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	GRANITE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	LARGE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





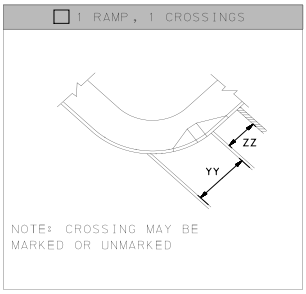


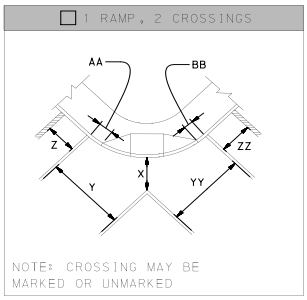


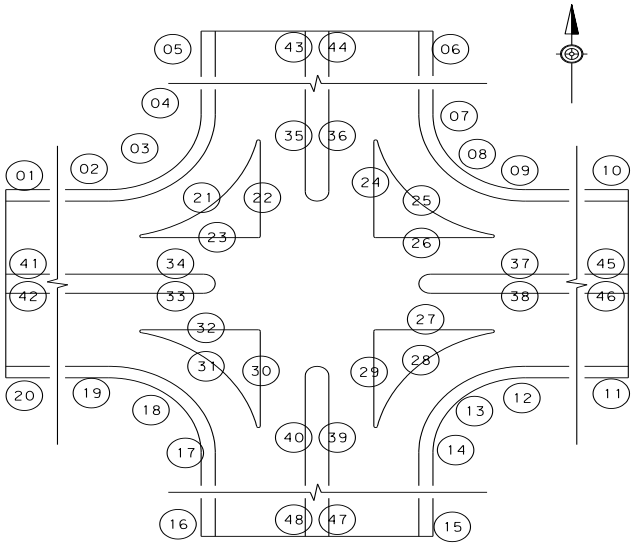
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-GRANITESt-LARGESt-GRANITESt-LARGESt-2023-07-10-14-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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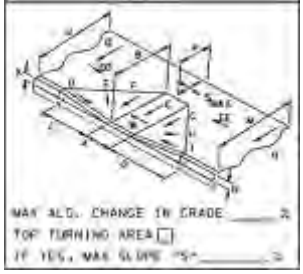
DEPARTMENT OF TRANSPORTATION

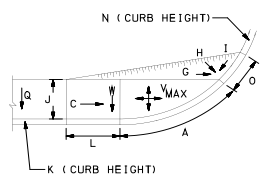
GRANITE ST & LARGE ST, PennDOT Location ID # 14

☐ TYPE 1



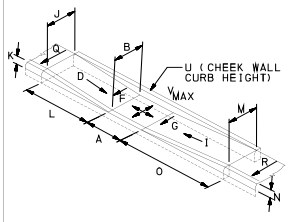
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



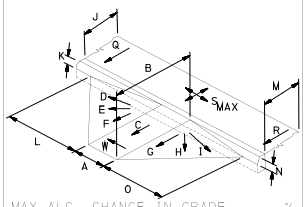
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



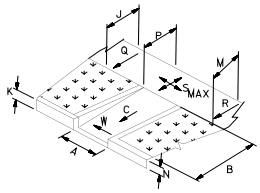
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



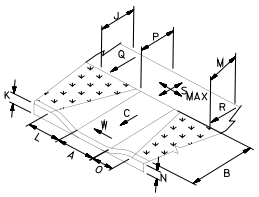
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



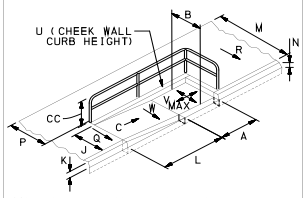
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



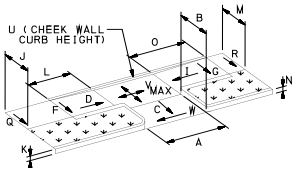
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



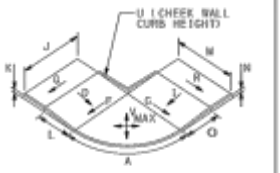
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



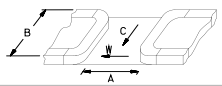
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

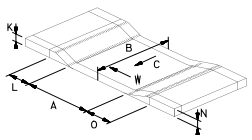
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	40	(IN)
*	C	7.00	(%)
*	D	8.20	(%)
	E	9.10	(%)
*	F	8.20	(%)
*	G	5.90	(%)
	H	6.70	(%)
*	I	5.60	(%)
*	J	60	(IN)
	K	3	(IN)
	L	28	(IN)
*	M	60	(IN)
	N	3	(IN)
	O	33	(IN)
*	P	48	(IN)
*	Q	0.20	(%)
*	R	1.10	(%)
*	S	0.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.60	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.10	(%)
*	EE	1.30	(%)

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	5.00 (%)

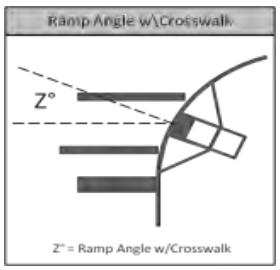
Comments ▲

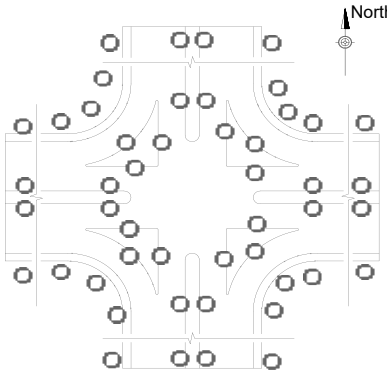
C-06-101-60000-GRANITESt-LARGESt-GRANITESt-LARGESt-2023-07-10-14-Type1

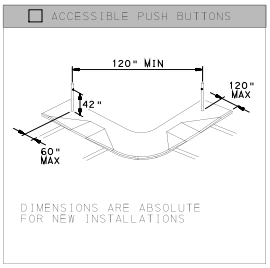
▲ **NOTE: If additional space for typed comments is required, please use**

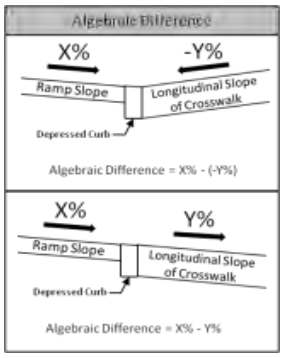
GRANITE ST & LARGE ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	4					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.50	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		4	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	1.5			
Intersection Ramp # of #	1	6				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 1					
*North Leg	GRANITE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	LARGE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	GRANITE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	LARGE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





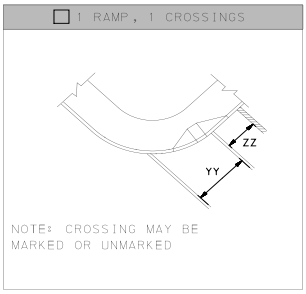


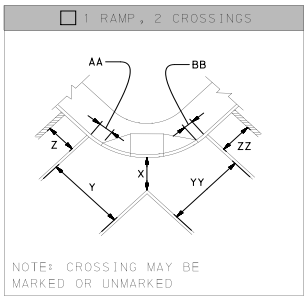


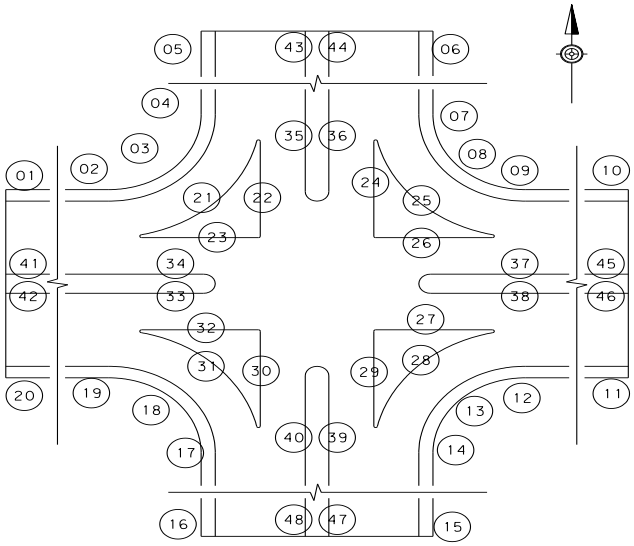
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-GRANITESt-LARGESt-GRANITESt-LARGESt-2023-07-10-17-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



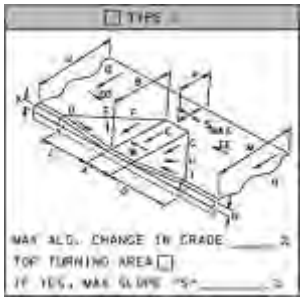




pennsylvania
DEPARTMENT OF TRANSPORTATION

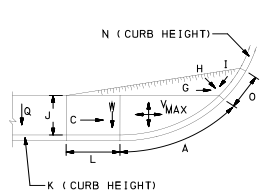
GRANITE ST & LARGE ST, PennDOT Location ID # 17

☐ TYPE 1



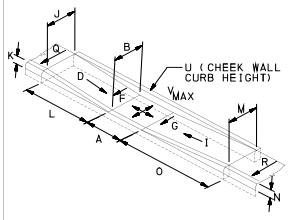
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



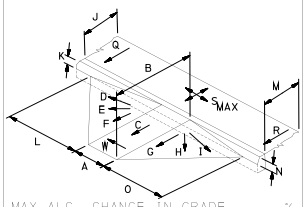
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



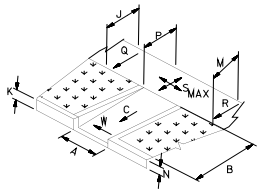
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



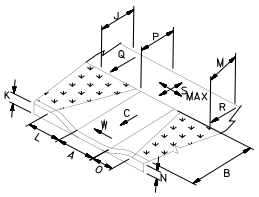
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



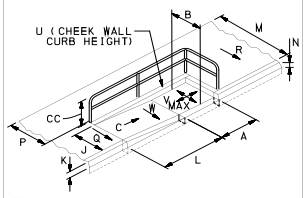
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



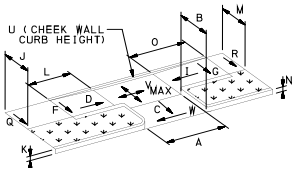
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



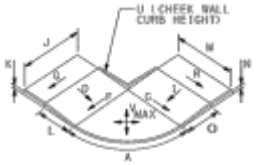
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DRIVEWAY TRANSITION



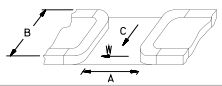
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

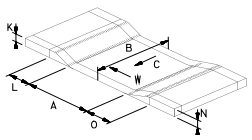
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	52	(IN)	
*	C	5.40	(%)	
*	D	2.10	(%)	
	E	999	(%)	Cannot be completed
*	F	999	(%)	Cannot be completed
*	G	5.20	(%)	
	H	6.90	(%)	
*	I	8.90	(%)	
*	J	60	(IN)	
	K	2	(IN)	
	L	49	(IN)	
*	M	60	(IN)	
	N	3	(IN)	
	O	26	(IN)	
*	P	51	(IN)	
*	Q	1.00	(%)	
*	R	0.50	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.40	(%)	
*	EE	4.10	(%)	

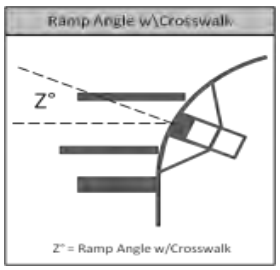
DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	3.70	(%)

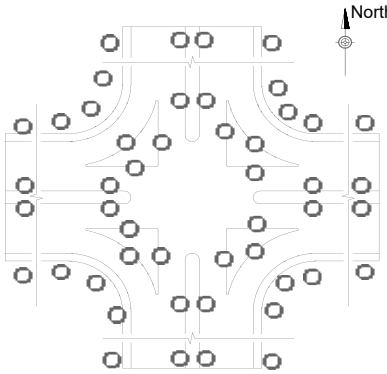
C-06-101-60000-GRANITESt-LARGESt-GRANITESt-LARGESt-2023-07-10-17-Type1

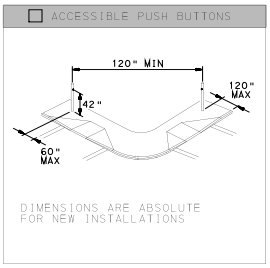
▲ **NOTE: If additional space for typed comments is required, please use**

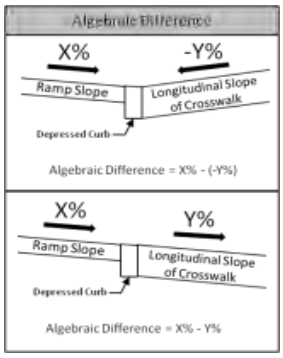
GRANITE ST & LARGE ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	2.00	%	0.40	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		8	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.2			
Intersection Ramp # of #	2	6				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	GRANITE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	LARGE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	GRANITE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	LARGE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





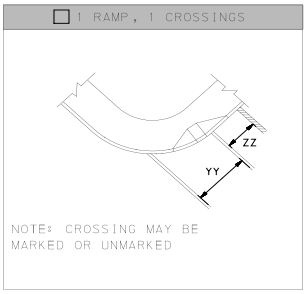


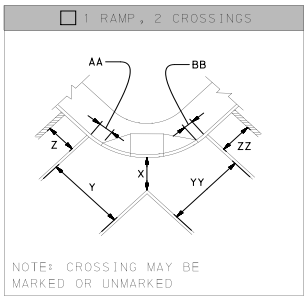


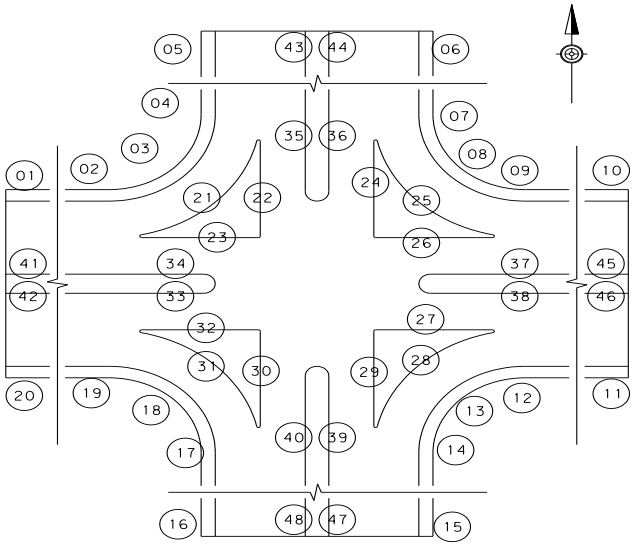
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-GRANITESt-LARGESt-GRANITESt-LARGESt-2023-07-10-19-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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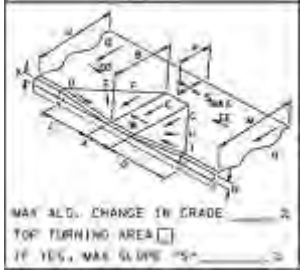
DEPARTMENT OF TRANSPORTATION

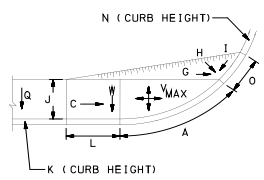
GRANITE ST & LARGE ST, PennDOT Location ID # 19

☐ TYPE 1



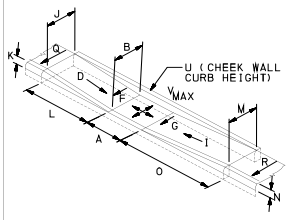
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



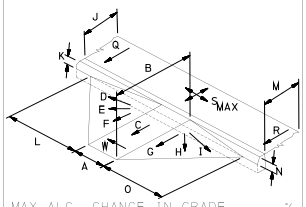
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



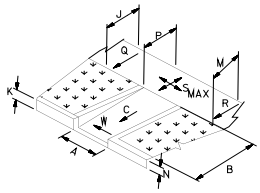
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



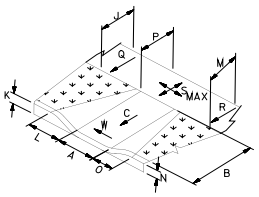
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



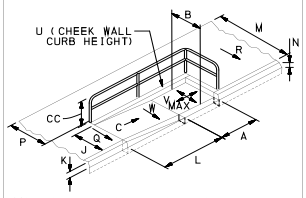
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



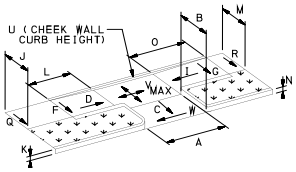
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



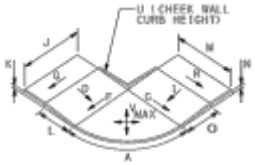
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



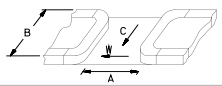
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

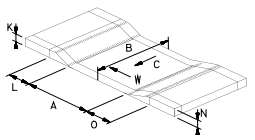
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	49	(IN)	
*	C	6.90	(%)	
*	D	9.40	(%)	
	E	10.40	(%)	
*	F	8.00	(%)	
*	G	5.10	(%)	
	H	9.20	(%)	
*	I	10.00	(%)	
*	J	60	(IN)	
	K	3	(IN)	
	L	31	(IN)	
*	M	60	(IN)	
	N	4	(IN)	
	O	30	(IN)	
*	P	55	(IN)	
*	Q	1.00	(%)	
*	R	0.50	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.10	(%)	
*	EE	3.80	(%)	

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	5.00 (%)

▲ **NOTE: If additional space for typed comments is required, please use**

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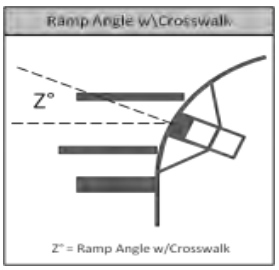
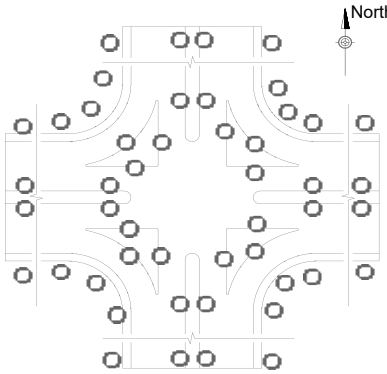
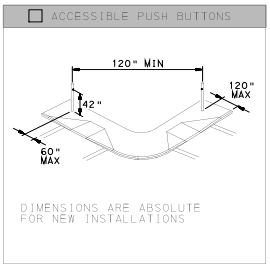
DEPARTMENT OF TRANSPORTATION

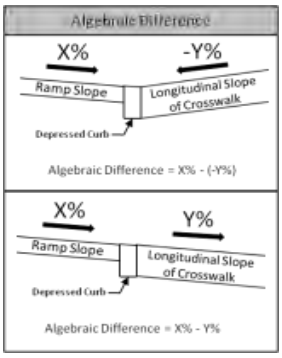
HAWORTH ST & LARGE ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.20	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		5	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	2.1			
Intersection Ramp # of #		1	2			
*Ramp Location (Use Figure Below)			09			
*Curb Ramp Type	Type 1					
*North Leg	LARGE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	HAWORTH	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	LARGE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg		(segment)	(offset)			
*West Leg Desc.						
Ramp Coordinates	Latitude					
	Longitude					





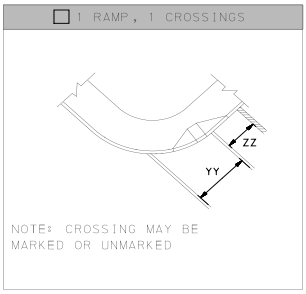


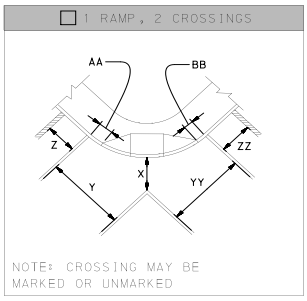


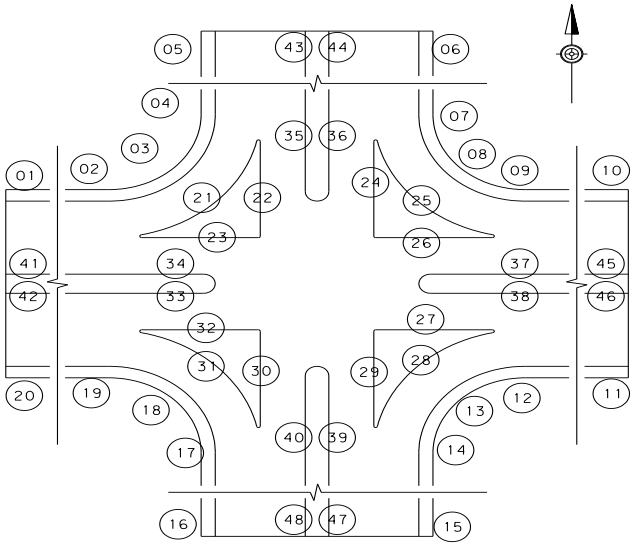
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-LARGESt-HAWORTHSt-LARGESt-2023-07-10-9-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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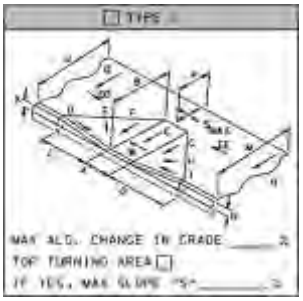
DEPARTMENT OF TRANSPORTATION

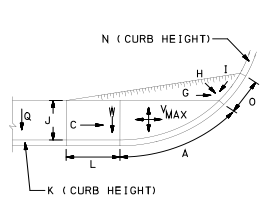
HAWORTH ST & LARGE ST, PennDOT Location
ID # 9

☐ TYPE 1



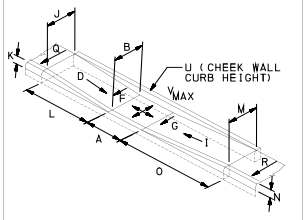
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



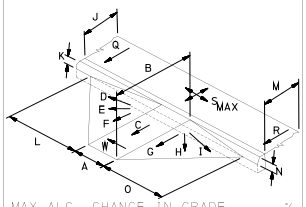
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



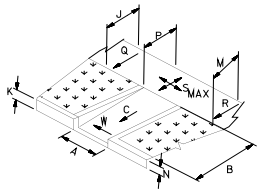
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



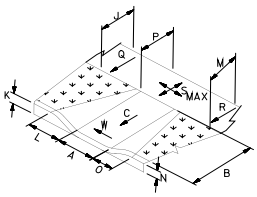
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



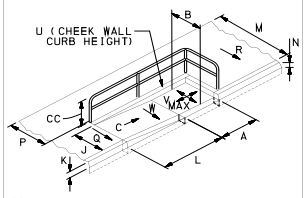
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



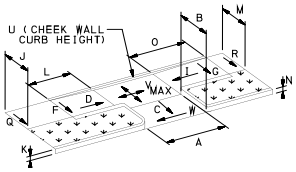
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



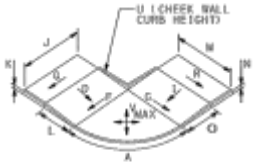
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



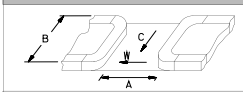
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

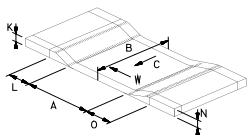
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	60	(IN)	
*	C	5.70	(%)	
*	D	7.90	(%)	
	E	7.10	(%)	
*	F	6.40	(%)	
*	G	4.70	(%)	
	H	5.50	(%)	
*	I	5.10	(%)	
*	J	135	(IN)	
	K	2	(IN)	
	L	35	(IN)	
*	M	165	(IN)	
	N	2	(IN)	
	O	43	(IN)	
*	P	50	(IN)	
*	Q	3.90	(%)	
*	R	0.40	(%)	
*	S	1.30	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.10	(%)	
*	EE	0.70	(%)	

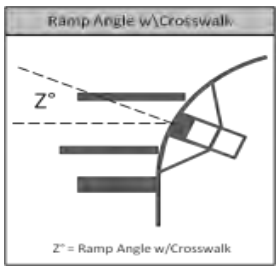
DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	5.00 (%)

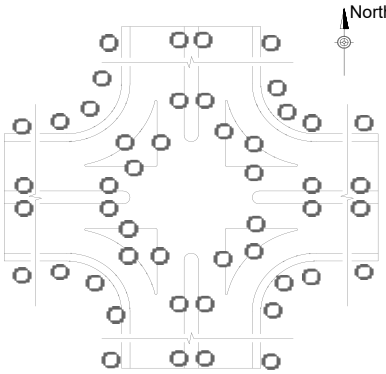
▲ **NOTE: If additional space for typed comments is required, please use**

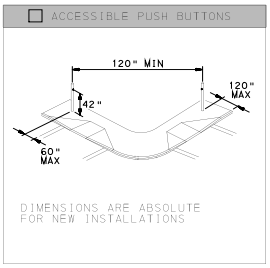
pennsylvania
DEPARTMENT OF TRANSPORTATION

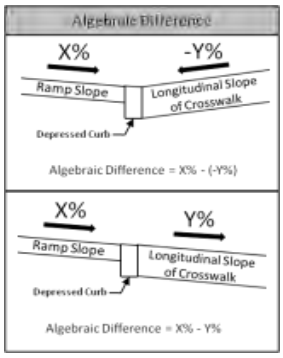
HAWORTH ST & LARGE ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.80	%	0.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		4	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	2.1			
Intersection Ramp # of #	2	2	Cheek wall = 10.0 in			
*Ramp Location (Use Figure Below)		12				
*Curb Ramp Type	Type 1					
*North Leg	LARGE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	HAWORTH	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	LARGE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg		(segment)	(offset)			
*West Leg Desc.						
Ramp Coordinates	Latitude					
	Longitude					





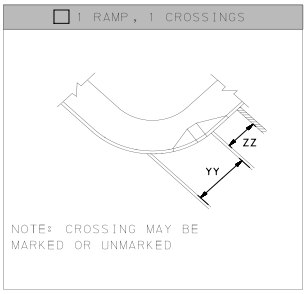


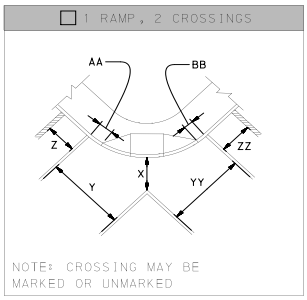


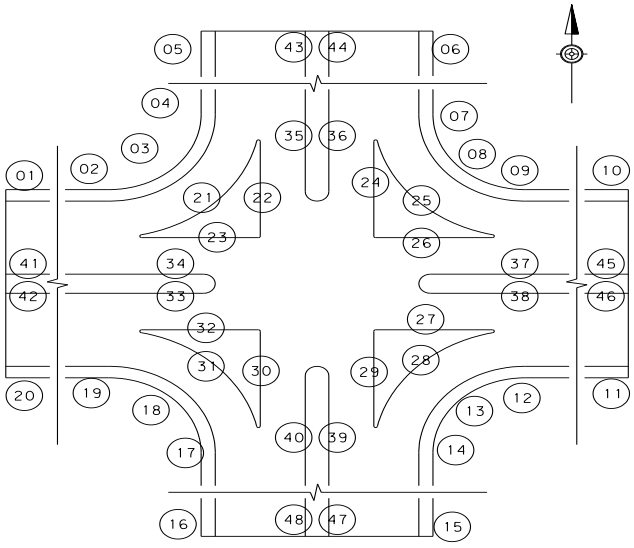
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-LARGESt-HAWORTHSt-LARGESt-2023-07-10-12-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



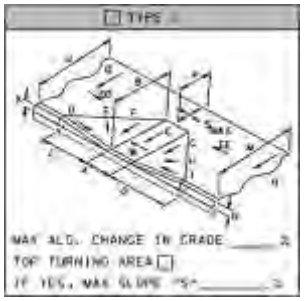




pennsylvania
DEPARTMENT OF TRANSPORTATION

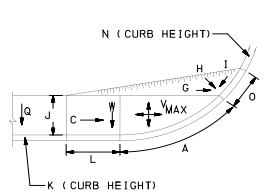
HAWORTH ST & LARGE ST, PennDOT Location
ID # 12

☐ TYPE 1



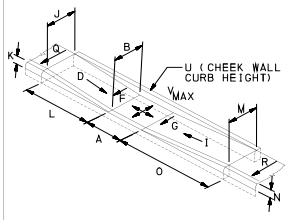
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



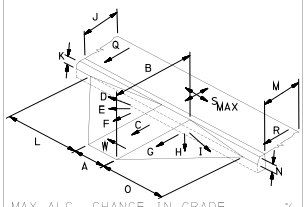
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



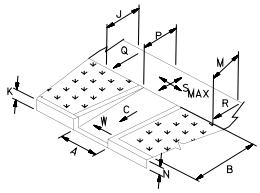
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



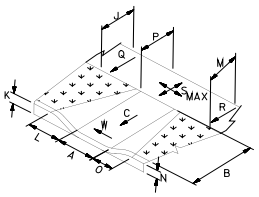
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



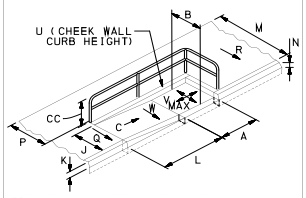
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



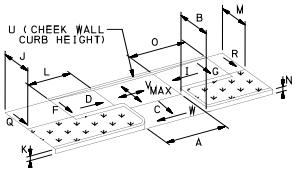
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



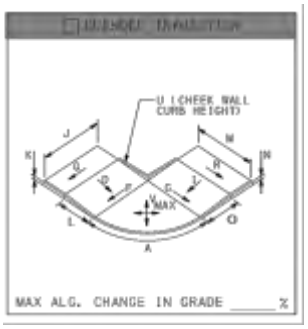
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



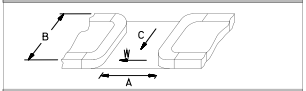
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

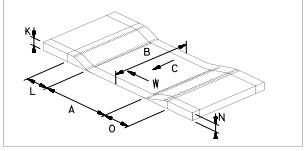
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	52	(IN)	
*	C	7.60	(%)	
*	D	7.60	(%)	
	E	8.20	(%)	
*	F	4.10	(%)	
*	G	6.10	(%)	
	H	6.00	(%)	
*	I	5.10	(%)	
*	J	60	(IN)	
	K	4	(IN)	
	L	48	(IN)	
*	M	85	(IN)	
	N	2	(IN)	
	O	40	(IN)	
*	P	48	(IN)	
*	Q	1.30	(%)	
*	R	2.70	(%)	
*	S	1.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.20	(%)	
*	EE	3.70	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

C-06-101-60000-LARGESt-HAWORTHSt-LARGESt-2023-07-10-12-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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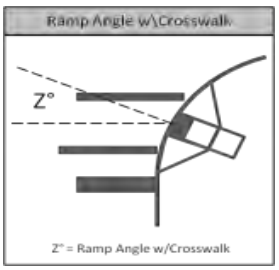
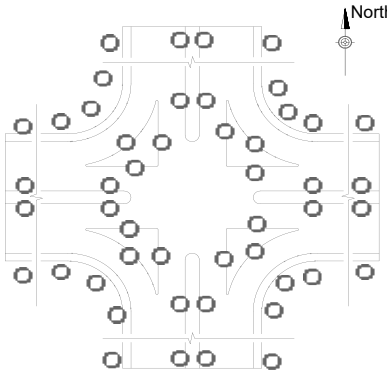
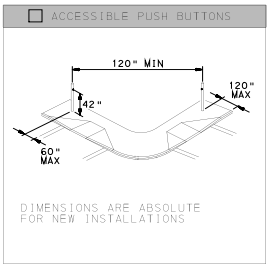
DEPARTMENT OF TRANSPORTATION

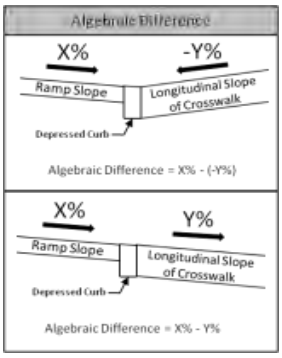
HAWTHORNE ST & KNORR ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.40	%	1.30	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		20	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.1			
Intersection Ramp # of #		1	8			
*Ramp Location (Use Figure Below)			02			
*Curb Ramp Type	Type 1					
*North Leg	HAWTHORNE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HAWTHORNE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





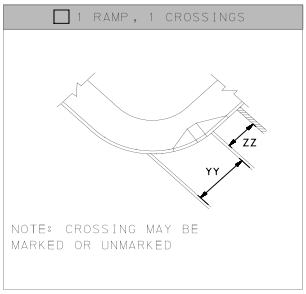


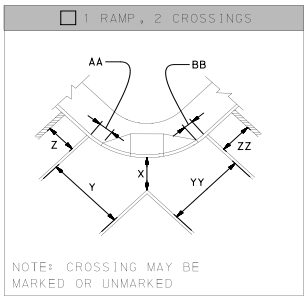


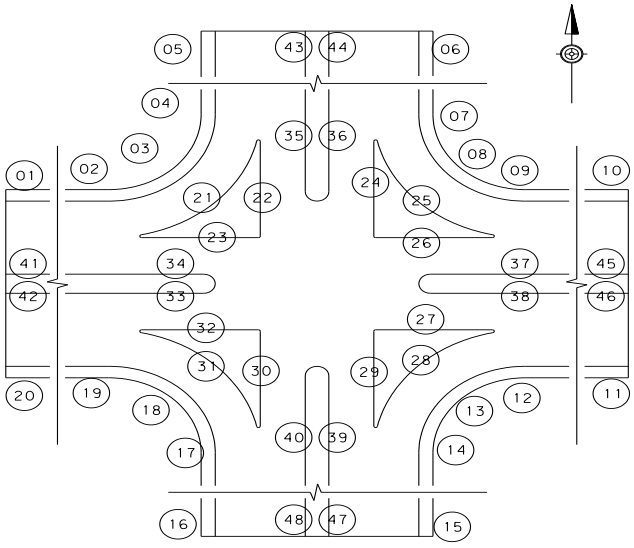
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-HAWTHORNESt-KNORRSt-HAWTHORNESt-KNORRSt-2023-07-10-2-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



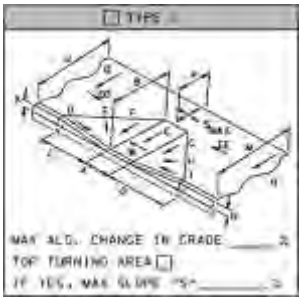




pennsylvania
DEPARTMENT OF TRANSPORTATION

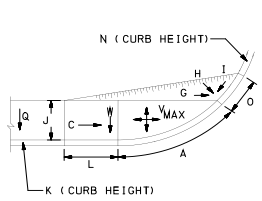
HAWTHORNE ST & KNORR ST, PennDOT
Location ID # 2

☐ TYPE 1



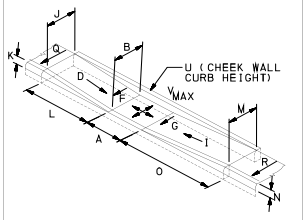
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



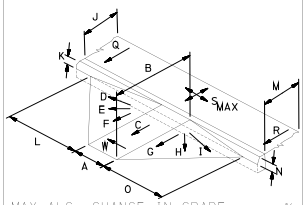
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



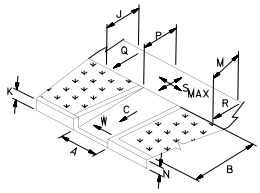
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



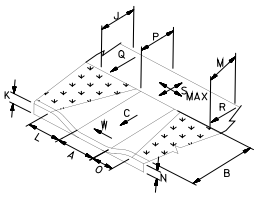
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



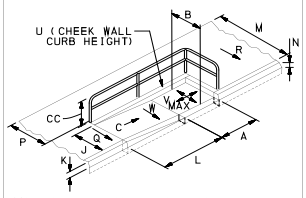
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



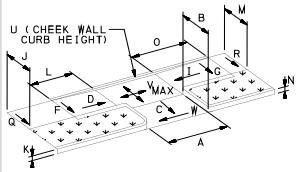
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



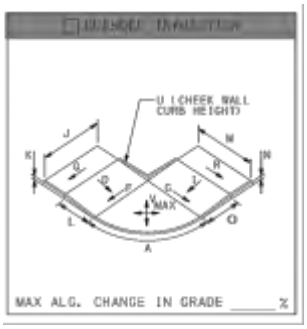
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DETAIL DRAWING



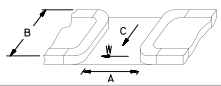
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

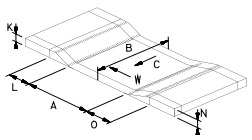
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	43	(IN)
*	C	5.50	(%)
*	D	1.10	(%)
	E	4.10	(%)
*	F	7.40	(%)
*	G	6.20	(%)
	H	7.30	(%)
*	I	5.60	(%)
*	J	60	(IN)
	K	2	(IN)
	L	54	(IN)
*	M	60	(IN)
	N	2	(IN)
	O	24	(IN)
*	P	48	(IN)
*	Q	1.40	(%)
*	R	1.00	(%)
*	S	1.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
*	Y		(IN)
*	YY	100	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.40	(%)
*	EE	4.30	(%)

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	3.80 (%)

Comments ▲

not applicable

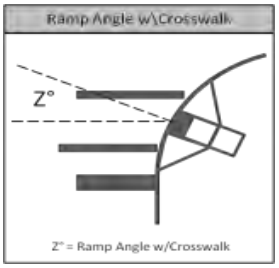
C-06-101-60000-HAWTHORNESt-KNORRSt-HAWTHORNESt-KNORRSt-2023-07-10-2-Type1

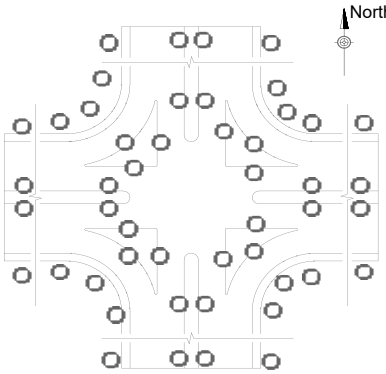
▲ **NOTE: If additional space for typed comments is required, please use**

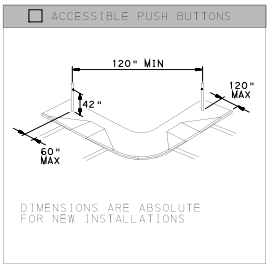
pennsylvania
DEPARTMENT OF TRANSPORTATION

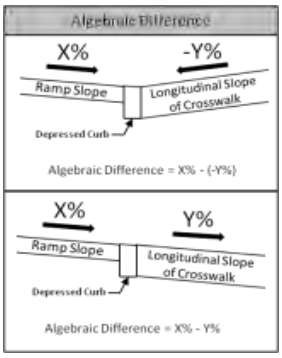
HAWTHORNE ST & KNORR ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.30	%	0.90	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		20	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		2	8			
*Ramp Location (Use Figure Below)			04			
*Curb Ramp Type	Type 1					
*North Leg	HAWTHORNE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HAWTHORNE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





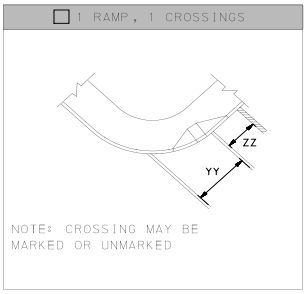


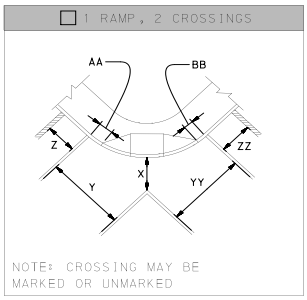


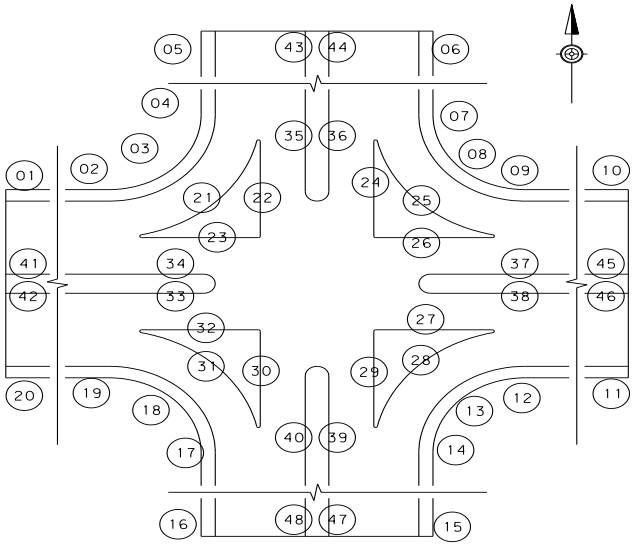
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-HAWTHORNESt-KNORRSt-HAWTHORNESt-KNORRSt-2023-07-10-4-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



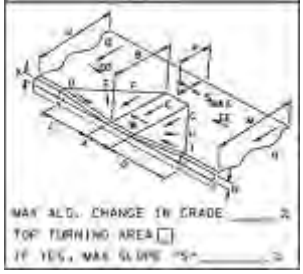




pennsylvania
DEPARTMENT OF TRANSPORTATION

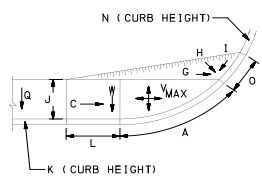
HAWTHORNE ST & KNORR ST, PennDOT
Location ID # 4

☐ TYPE 1



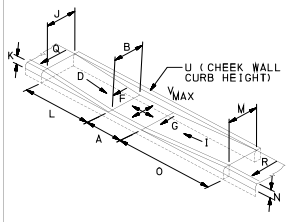
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



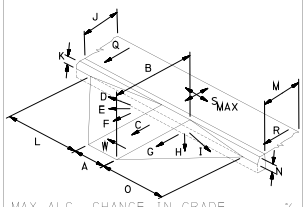
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



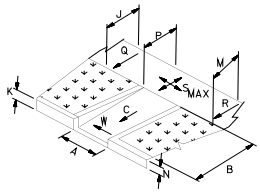
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



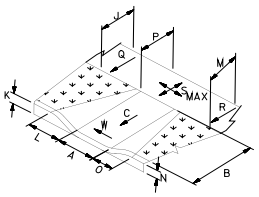
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



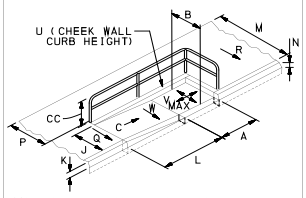
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



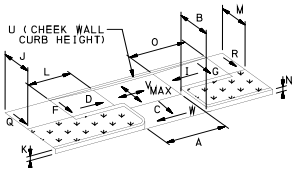
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



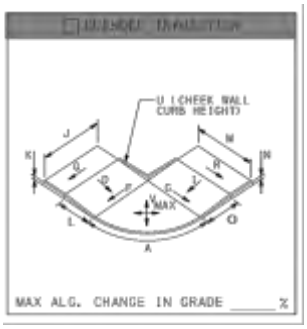
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



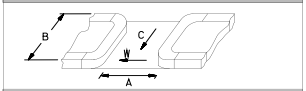
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

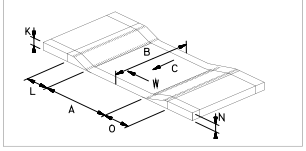
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	42	(IN)
*	C	4.40	(%)
*	D	1.00	(%)
	E	3.00	(%)
*	F	4.10	(%)
*	G	3.70	(%)
	H	6.10	(%)
*	I	6.50	(%)
*	J	60	(IN)
	K	2	(IN)
	L	23	(IN)
*	M	60	(IN)
	N	2	(IN)
	O	41	(IN)
*	P	48	(IN)
*	Q	0.60	(%)
*	R	1.60	(%)
*	S	1.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.40	(%)
*	EE	4.30	(%)

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	2.60 (%)

Comments ▲

C-06-101-60000-HAWTHORNESt-KNORRSt-HAWTHORNESt-KNORRSt-2023-07-10-4-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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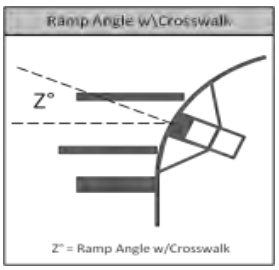
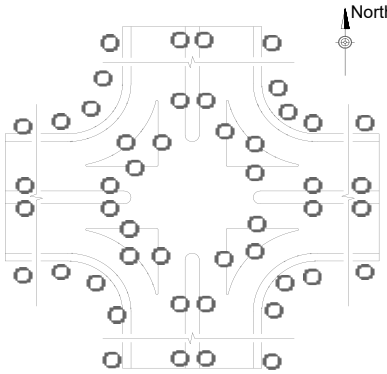
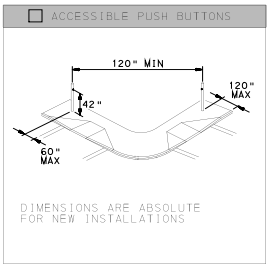
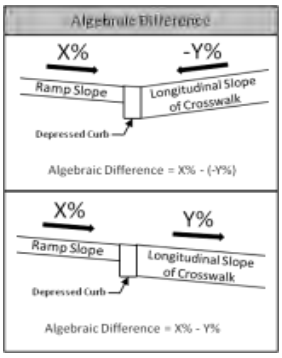
HAWTHORNE ST & KNORR ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	0.50	%	0.10	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		19	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	3	8			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				
*North Leg	HAWTHORNE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	HAWTHORNE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





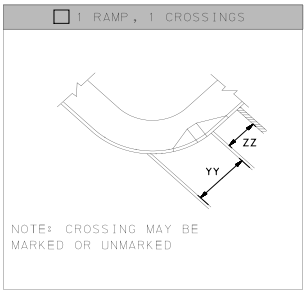


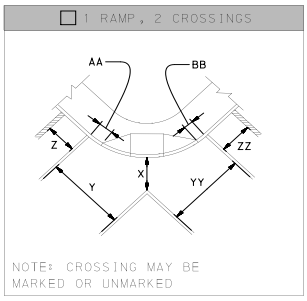


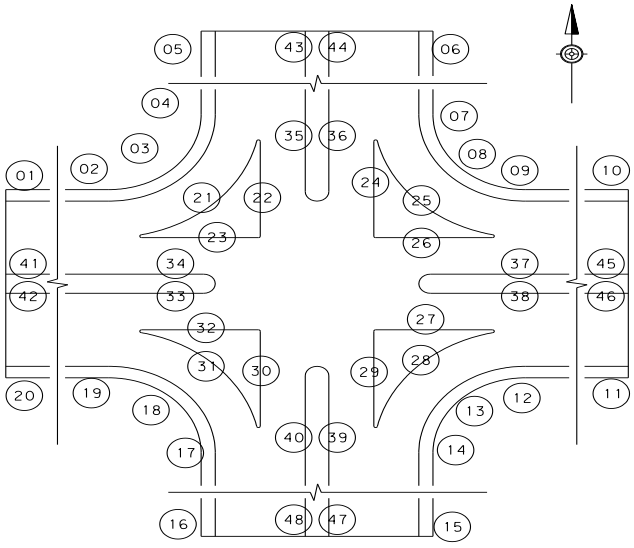
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-HAWTHORNESt-KNORRSt-HAWTHORNESt-KNORRSt-2023-07-10-7-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



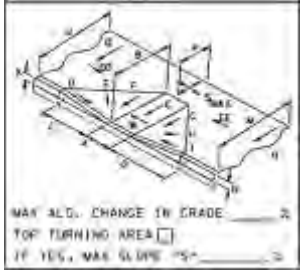




pennsylvania
DEPARTMENT OF TRANSPORTATION

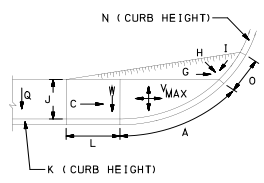
HAWTHORNE ST & KNORR ST, PennDOT
Location ID # 7

☐ TYPE 1



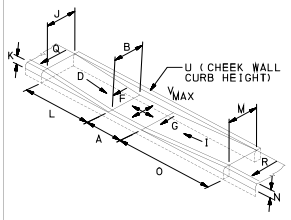
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



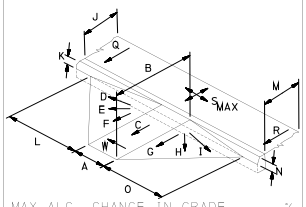
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



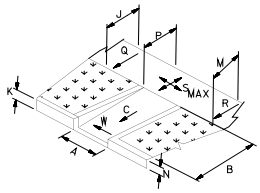
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



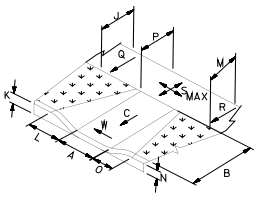
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



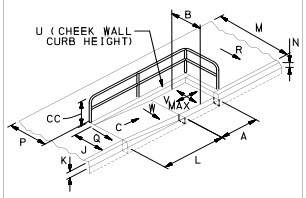
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



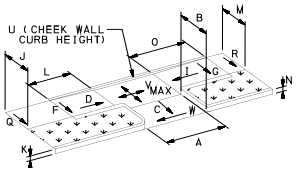
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



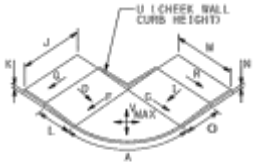
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSITION



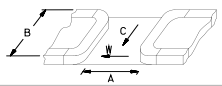
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

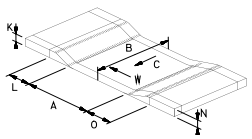
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	45	(IN)
*	C	3.90	(%)
*	D	7.10	(%)
	E	7.70	(%)
*	F	5.30	(%)
*	G	4.20	(%)
	H	5.90	(%)
*	I	7.60	(%)
*	J	60	(IN)
	K	4	(IN)
	L	40	(IN)
*	M	60	(IN)
	N	2	(IN)
	O	31	(IN)
*	P	62	(IN)
*	Q	1.50	(%)
*	R	1.20	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.40	(%)
*	EE	1.00	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)	5.00	(%)

Comments ▲

not applicable

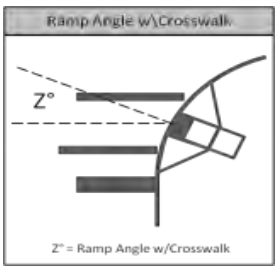
C-06-101-60000-HAWTHORNESt-KNORRSt-HAWTHORNESt-KNORRSt-2023-07-10-7-Type1

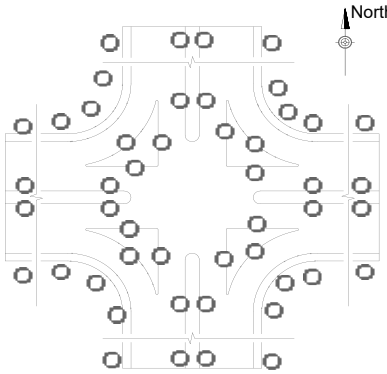
▲ **NOTE: If additional space for typed comments is required, please use**

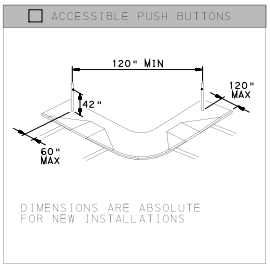
pennsylvania
DEPARTMENT OF TRANSPORTATION

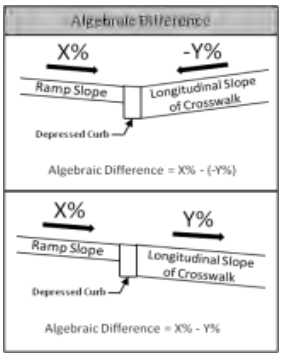
HAWTHORNE ST & KNORR ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.30	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		11	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	4	8				
*Ramp Location (Use Figure Below)		09				
*Curb Ramp Type	Type 1					
*North Leg	HAWTHORNE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HAWTHORNE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





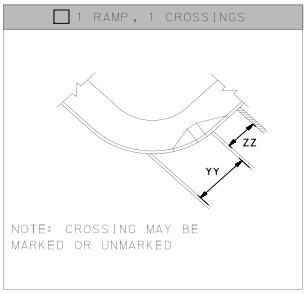


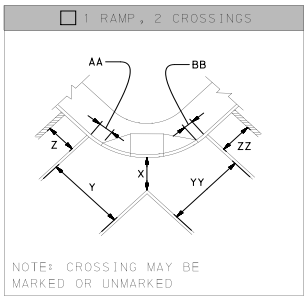


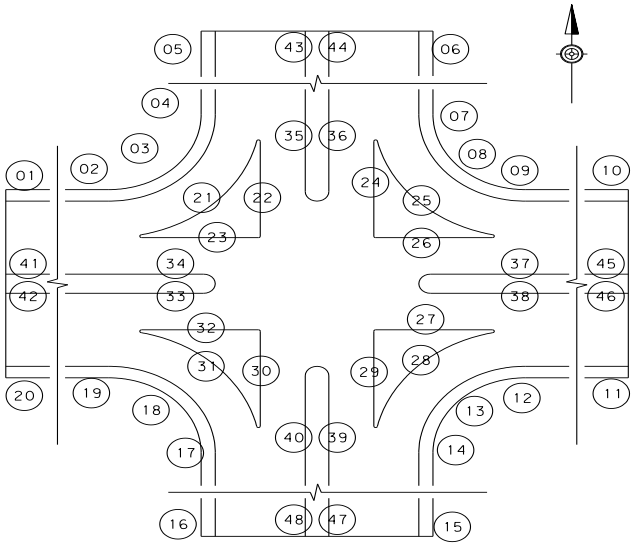
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-HAWTHORNESt-KNORRSt-HAWTHORNESt-KNORRSt-2023-07-10-9-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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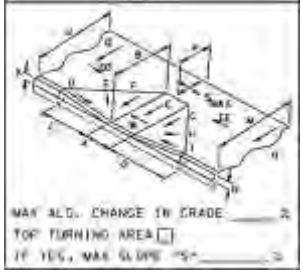
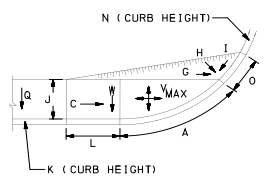
HAWTHORNE ST & KNORR ST, PennDOT
Location ID # 9

☐ TYPE 1



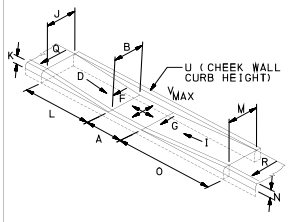
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



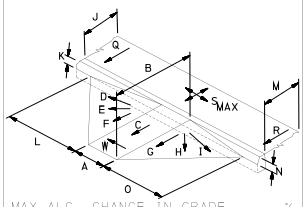
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



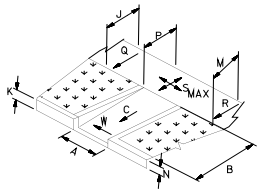
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



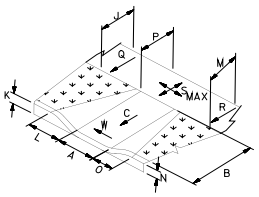
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



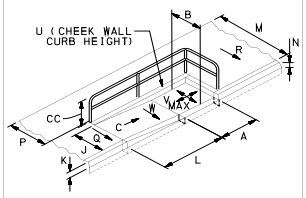
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



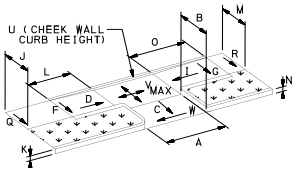
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



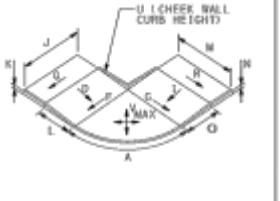
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



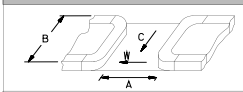
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

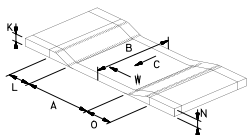
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	43	(IN)
*	C	3.20	(%)
*	D	4.60	(%)
	E	4.60	(%)
*	F	4.40	(%)
*	G	3.70	(%)
	H	5.20	(%)
*	I	5.10	(%)
*	J	60	(IN)
	K	2	(IN)
	L	41	(IN)
*	M	60	(IN)
	N	2	(IN)
	O	35	(IN)
*	P	63	(IN)
*	Q	2.40	(%)
*	R	1.50	(%)
*	S	1.40	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.60	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	60	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.40	(%)
*	EE	1.00	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	4.10 (%)

Comments ▲

C-06-101-60000-HAWTHORNESt-KNORRSt-HAWTHORNESt-KNORRSt-2023-07-10-9-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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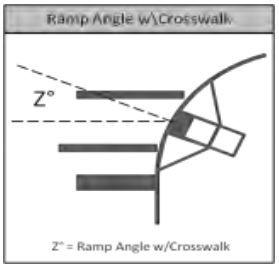
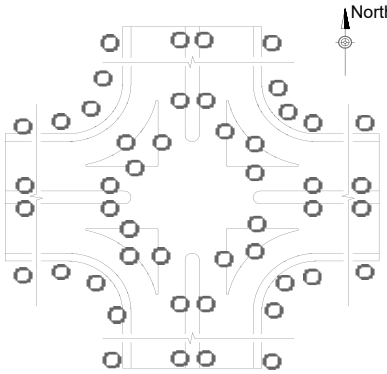
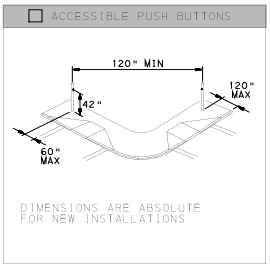
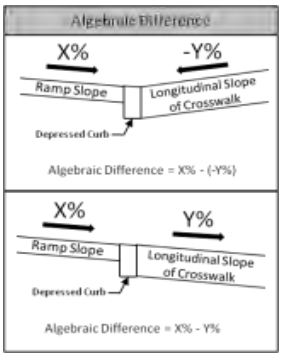
HAWTHORNE ST & KNORR ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.90	%	0.70	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		15	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	5	8			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				
*North Leg	HAWTHORNE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	HAWTHORNE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-HAWTHORNESt-KNORRSt-HAWTHORNESt-KNORRSt-2023-07-10-12-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

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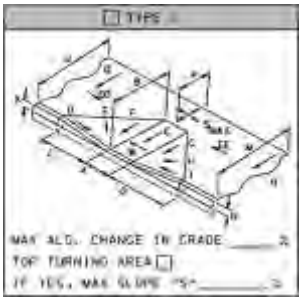
DEPARTMENT OF TRANSPORTATION

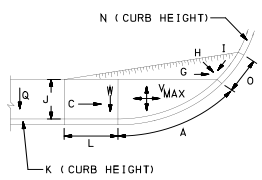
HAWTHORNE ST & KNORR ST, PennDOT
Location ID # 12

☐ TYPE 1



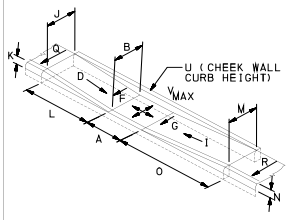
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



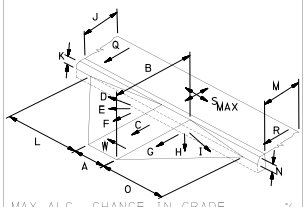
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



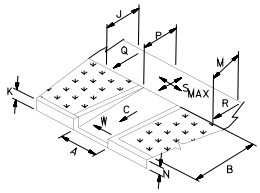
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



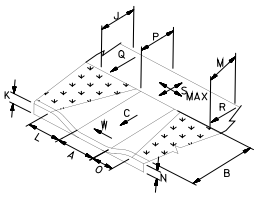
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



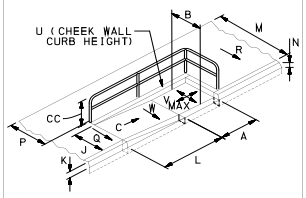
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



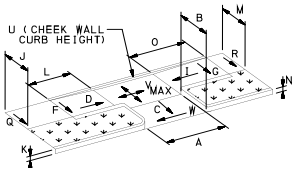
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



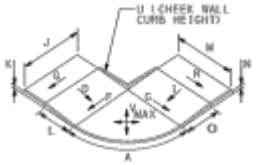
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DRIVEWAY TRANSITION



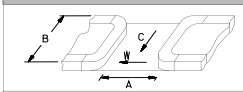
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

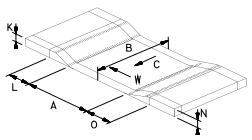
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	48	(IN)	
*	C	4.90	(%)	
*	D	6.40	(%)	
	E	6.60	(%)	
*	F	6.60	(%)	
*	G	4.50	(%)	
	H	4.70	(%)	
*	I	3.50	(%)	
*	J	105	(IN)	
	K	2	(IN)	
	L	37	(IN)	
*	M	88	(IN)	
	N	2	(IN)	
	O	33	(IN)	
*	P	67	(IN)	
*	Q	0.80	(%)	
*	R	1.30	(%)	
*	S	1.30	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	not available
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.10	(%)	
*	EE	2.40	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)	3.30	(%)

C-06-101-60000-HAWTHORNESt-KNORRSt-HAWTHORNESt-KNORRSt-2023-07-10-12-Type1

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HAWTHORNE ST & KNORR ST, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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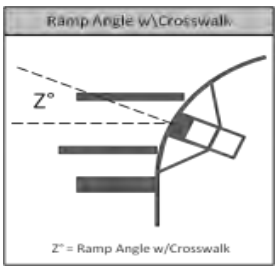
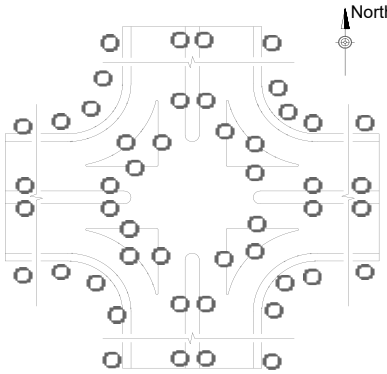
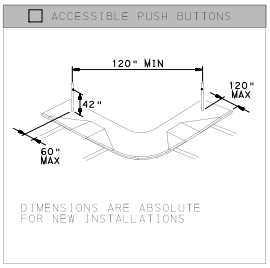
DEPARTMENT OF TRANSPORTATION

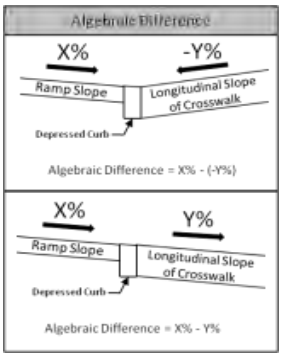
HAWTHORNE ST & KNORR ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.10	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		19	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		6	8			
*Ramp Location (Use Figure Below)			14			
*Curb Ramp Type	Type 1					
*North Leg	HAWTHORNE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HAWTHORNE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





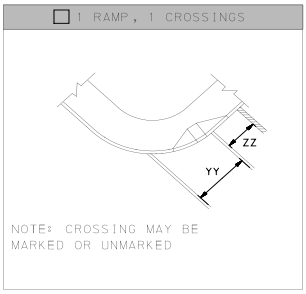


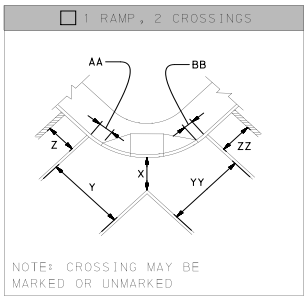


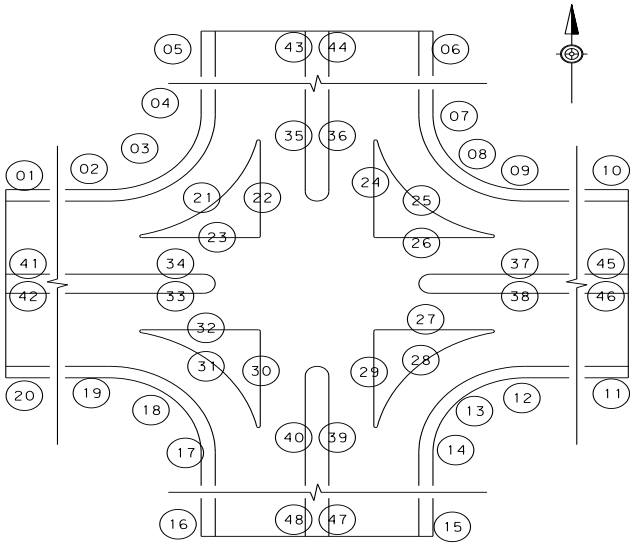
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-HAWTHORNESt-KNORRSt-HAWTHORNESt-KNORRSt-2023-07-10-14-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



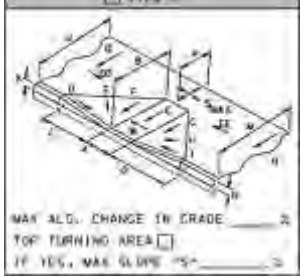




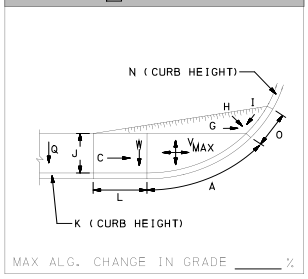
pennsylvania
DEPARTMENT OF TRANSPORTATION

HAWTHORNE ST & KNORR ST, PennDOT
Location ID # 14

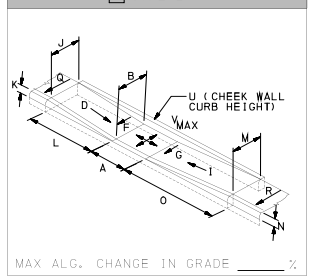
☐ TYPE 1



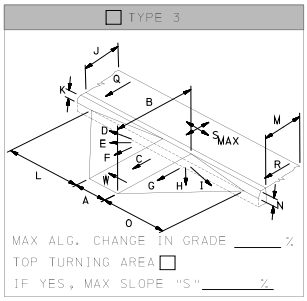
☐ TYPE 1A



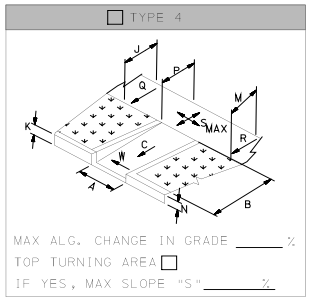
☐ TYPE 2



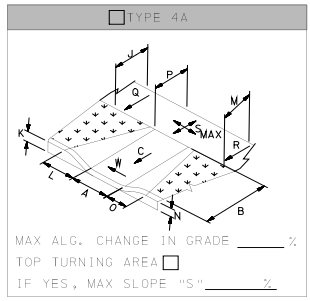
☐ TYPE 3



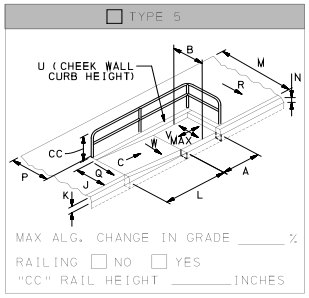
☐ TYPE 4



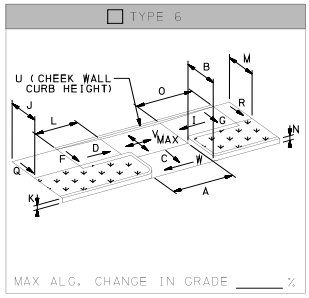
☐ TYPE 4A



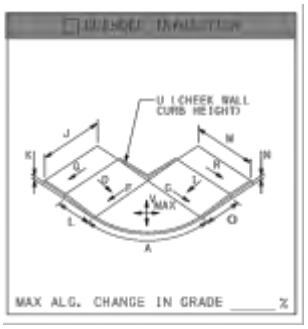
☐ TYPE 5



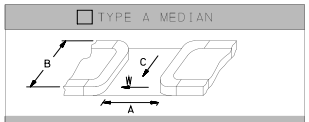
☐ TYPE 6



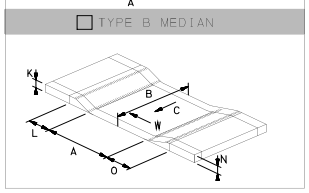
☐ [illegible]



☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



☐ NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	6.30	(%)
*	D	7.40	(%)
	E	8.10	(%)
*	F	7.60	(%)
*	G	6.20	(%)
	H	7.00	(%)
*	I	5.60	(%)
*	J	105	(IN)
	K	2	(IN)
	L	36	(IN)
*	M	88	(IN)
	N	2	(IN)
	O	33	(IN)
*	P	62	(IN)
*	Q	0.80	(%)
*	R	1.30	(%)
*	S	1.10	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.50	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.10	(%)
*	EE	2.40	(%)
	DWS Transition Strip	YES	
	DWS Transition Strip Slope (FF)	4.90	(%)

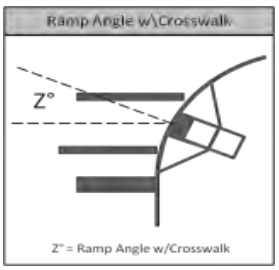
Comments ▲

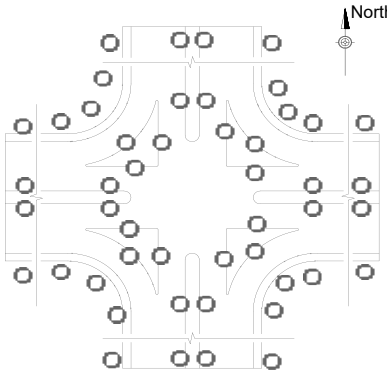
▲ **NOTE: If additional space for typed comments is required, please use**

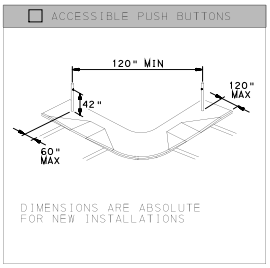
pennsylvania
DEPARTMENT OF TRANSPORTATION

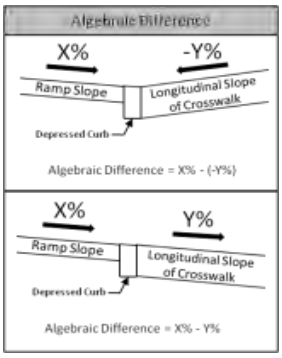
HAWTHORNE ST & KNORR ST, PennDOT Location
ID # 17

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.80	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		18	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	7	8				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 1					
*North Leg	HAWTHORNE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HAWTHORNE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





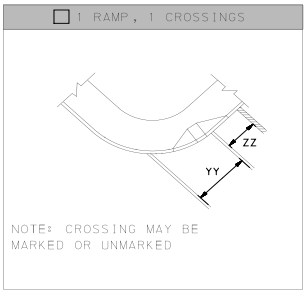


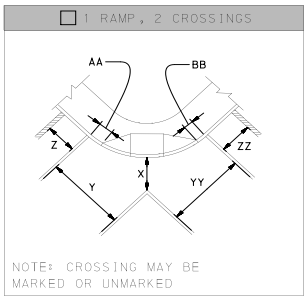


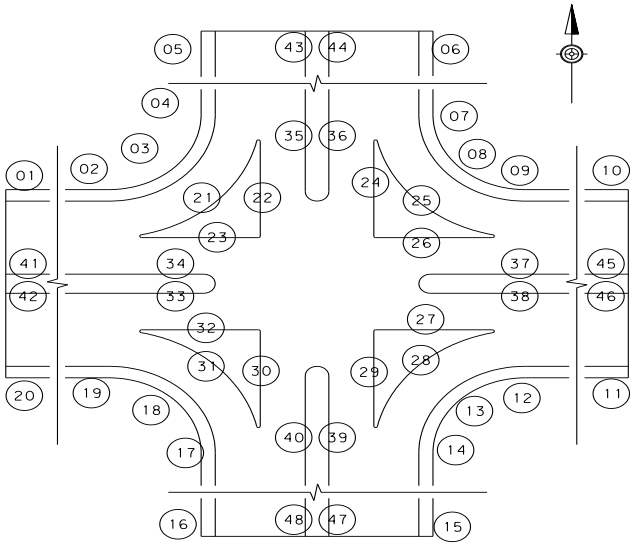
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-HAWTHORNESt-KNORRSt-HAWTHORNESt-KNORRSt-2023-07-10-17-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



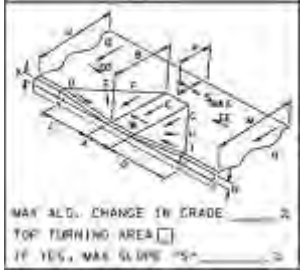




pennsylvania
DEPARTMENT OF TRANSPORTATION

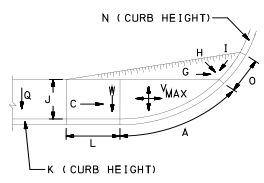
HAWTHORNE ST & KNORR ST, PennDOT
Location ID # 17

☐ TYPE 1



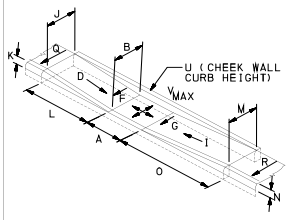
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



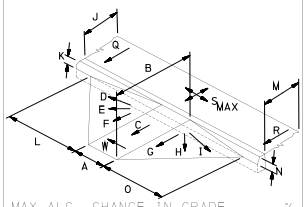
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



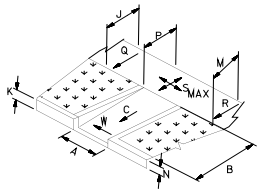
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



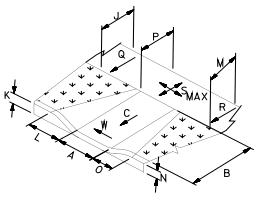
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



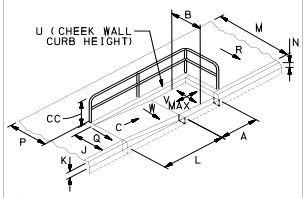
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



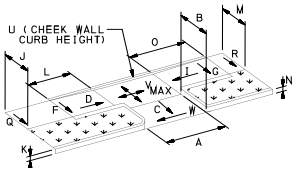
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



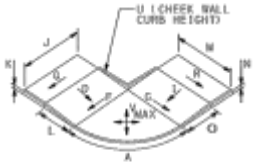
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



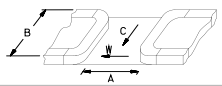
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

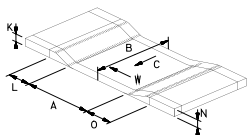
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	47	(IN)
*	C	2.20	(%)
*	D	0.60	(%)
	E	1.30	(%)
*	F	1.00	(%)
*	G	2.40	(%)
	H	6.30	(%)
*	I	9.20	(%)
*	J	9	(IN)
	K	2	(IN)
	L	36	(IN)
*	M	88	(IN)
	N	2	(IN)
	O	32	(IN)
*	P	58	(IN)
*	Q	1.70	(%)
*	R	0.90	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.70	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.50	(%)
*	EE	0.70	(%)

Comments ▲

cannot be comepleted

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)	0.60	(%)

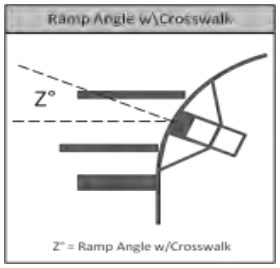
C-06-101-60000-HAWTHORNESt-KNORRSt-HAWTHORNESt-KNORRSt-2023-07-10-17-Type1

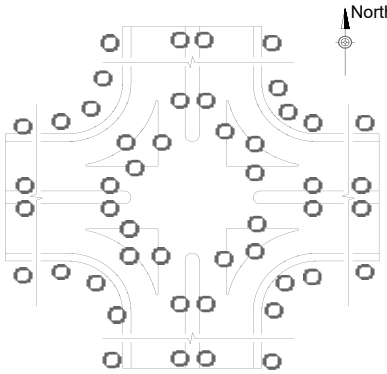
▲ **NOTE: If additional space for typed comments is required, please use**

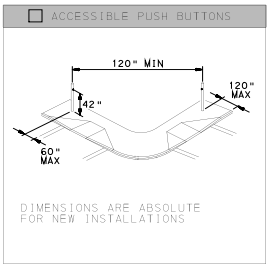
pennsylvania
DEPARTMENT OF TRANSPORTATION

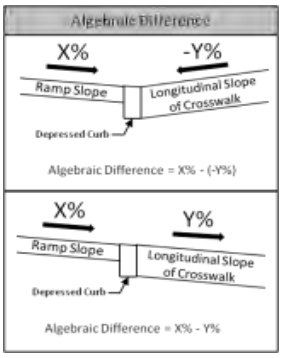
HAWTHORNE ST & KNORR ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.50	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		18	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	8	8			
*Ramp Location (Use Figure Below)		19			
*Curb Ramp Type	Type 1				
*North Leg	HAWTHORNE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	HAWTHORNE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





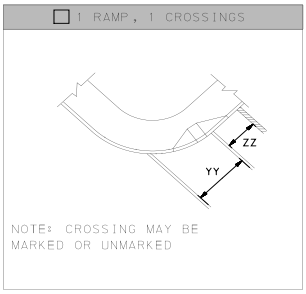


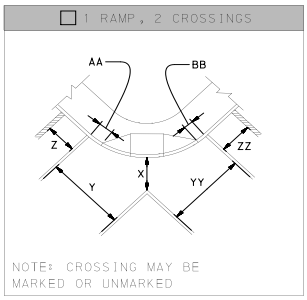


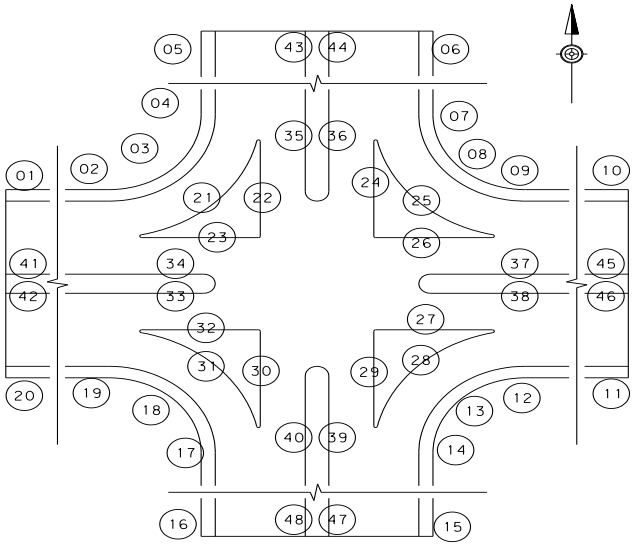
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-HAWTHORNESt-KNORRSt-HAWTHORNESt-KNORRSt-2023-07-10-19-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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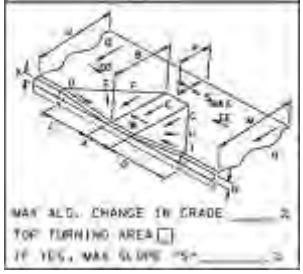
DEPARTMENT OF TRANSPORTATION

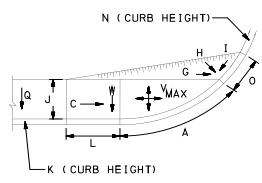
HAWTHORNE ST & KNORR ST, PennDOT
Location ID # 19

☐ TYPE 1



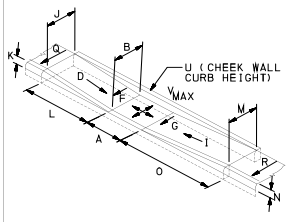
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



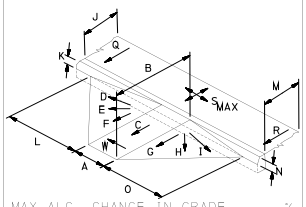
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



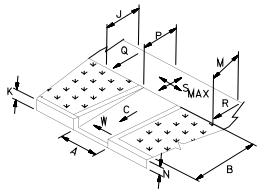
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



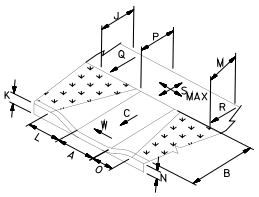
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



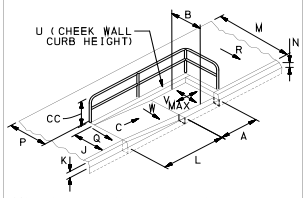
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



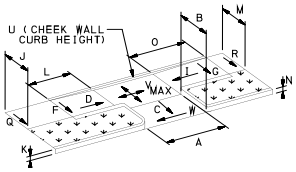
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



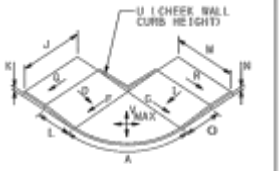
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DRIVEWAY TRANSITION



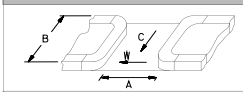
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

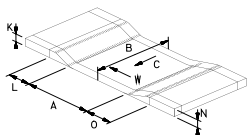
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	41	(IN)
*	C	0.90	(%)
*	D	4.00	(%)
	E	1.50	(%)
*	F	1.20	(%)
*	G	0.90	(%)
	H	0.90	(%)
*	I	0.60	(%)
*	J	94	(IN)
	K	2	(IN)
	L	29	(IN)
*	M	88	(IN)
	N	2	(IN)
	O	36	(IN)
*	P	64	(IN)
*	Q	1.70	(%)
*	R	0.90	(%)
*	S	1.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	100	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.50	(%)
*	EE	0.70	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)	1.40	(%)

Comments ▲

C-06-101-60000-HAWTHORNESt-KNORRSt-HAWTHORNESt-KNORRSt-2023-07-10-19-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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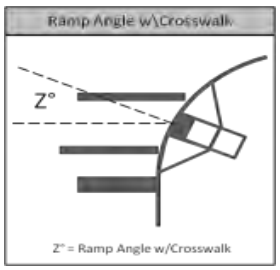
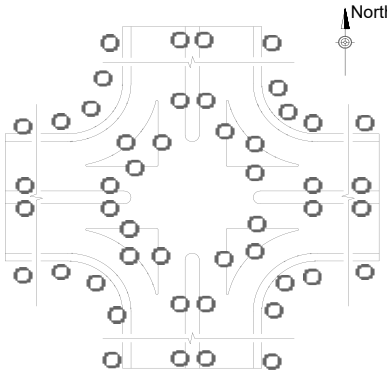
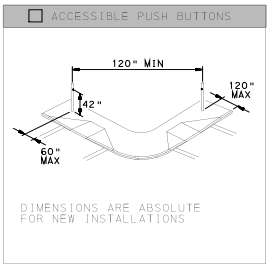
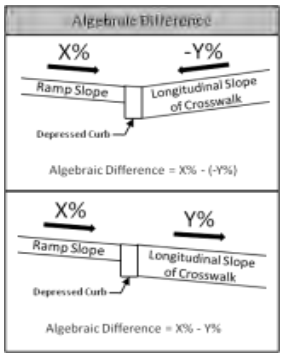
HORROCKS ST & KNORR ST, PennDOT Location
ID # 2

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.60	%	1.80	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		20	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		1	8			
*Ramp Location (Use Figure Below)			02			
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





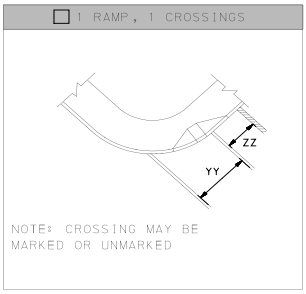


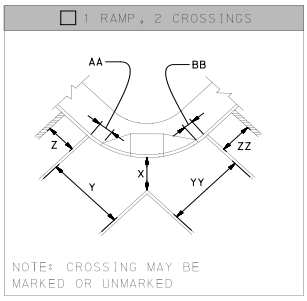


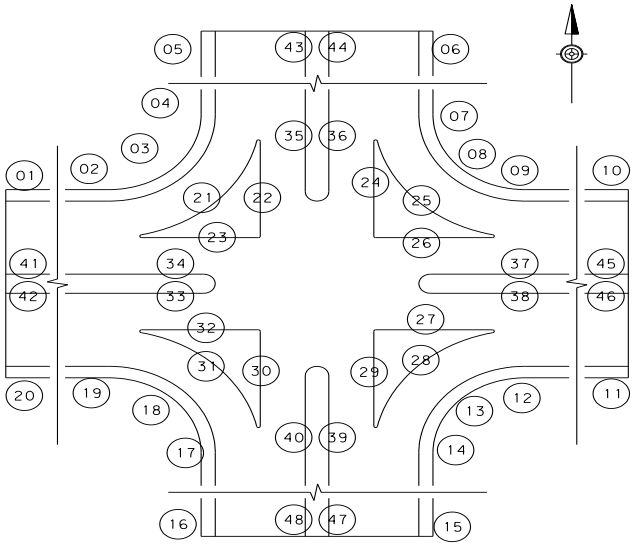
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-HORROCKSSt-KNORRSt-HORROCKSSt-KNORRSt-2023-07-10-2-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



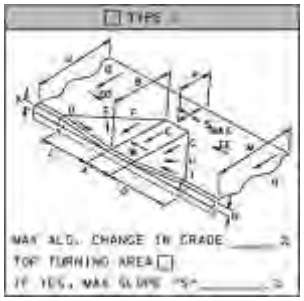




pennsylvania
DEPARTMENT OF TRANSPORTATION

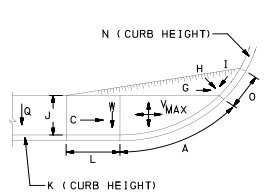
HORROCKS ST & KNORR ST, PennDOT Location ID # 2

☐ TYPE 1



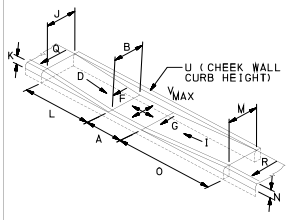
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



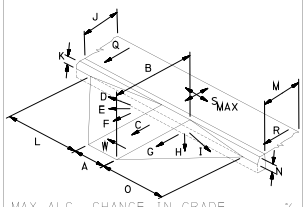
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



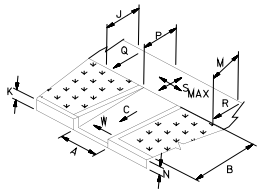
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



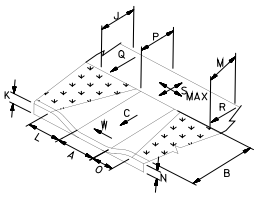
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



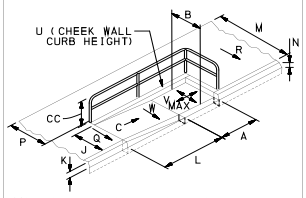
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



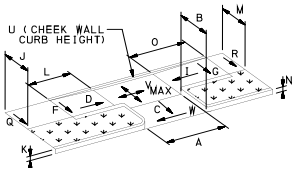
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



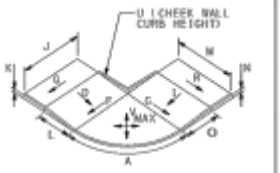
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



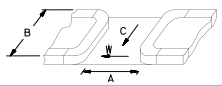
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

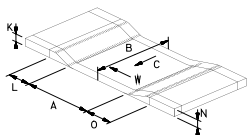
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	44	(IN)	
*	C	6.20	(%)	
*	D	6.30	(%)	
	E	8.10	(%)	
*	F	7.70	(%)	
*	G	5.70	(%)	
	H	6.30	(%)	
*	I	6.40	(%)	
*	J	90	(IN)	
	K	3	(IN)	
	L	43	(IN)	
*	M	90	(IN)	
	N	2	(IN)	
	O	31	(IN)	
*	P	59	(IN)	
*	Q	1.30	(%)	
*	R	0.60	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.80	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.30	(%)	
*	EE	4.70	(%)	

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	4.40	(%)

C-06-101-60000-HORROCKSSt-KNORRSt-HORROCKSSt-KNORRSt-2023-07-10-2-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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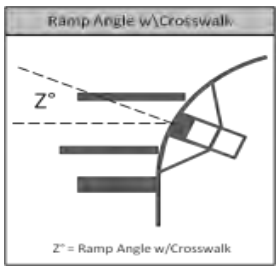
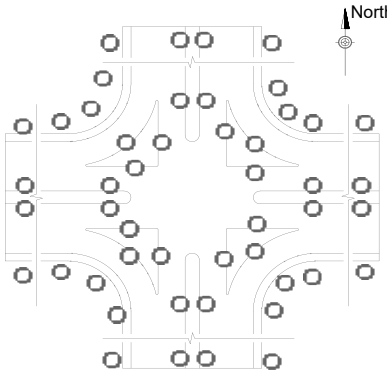
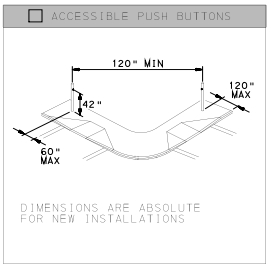
DEPARTMENT OF TRANSPORTATION

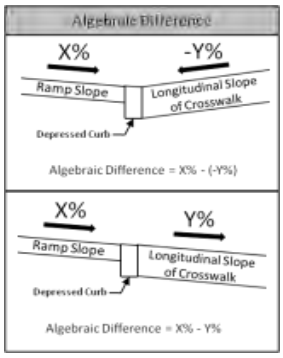
HORROCKS ST & KNORR ST, PennDOT Location
ID # 4

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.60	%	1.10	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		15	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		2	8			
*Ramp Location (Use Figure Below)			04			
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





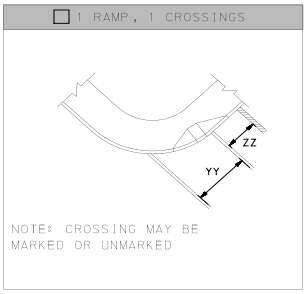


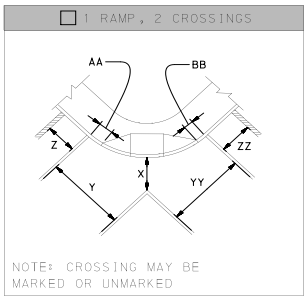


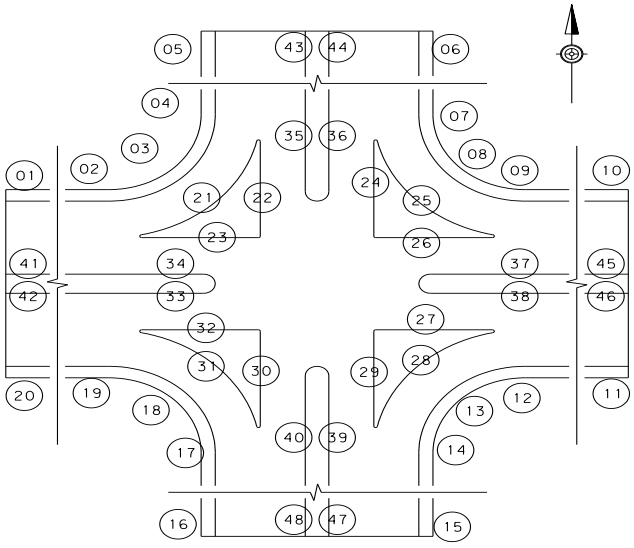
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-HORROCKSSt-KNORRSt-HORROCKSSt-KNORRSt-2023-07-10-4-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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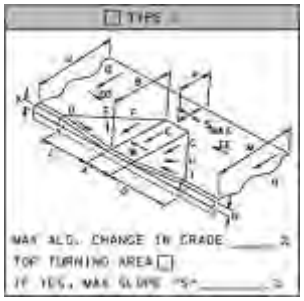
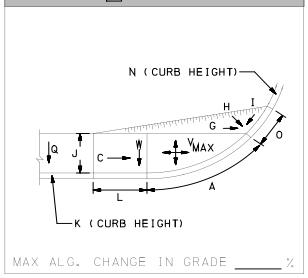
DEPARTMENT OF TRANSPORTATION

HORROCKS ST & KNORR ST, PennDOT Location
ID # 4

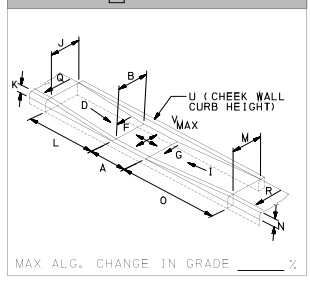
☐ TYPE 1



☐ TYPE 1A



☐ TYPE 2



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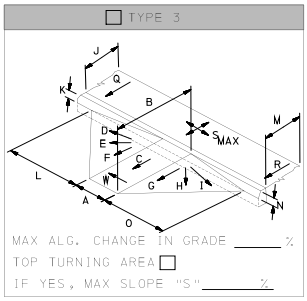

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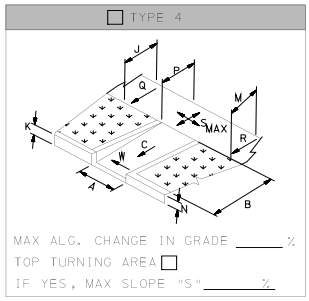
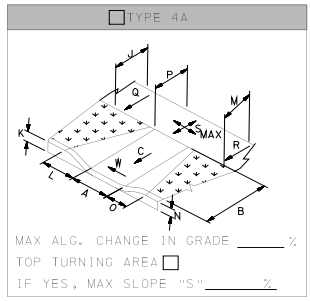


☐ TYPE 4A



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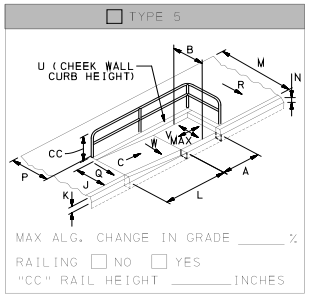
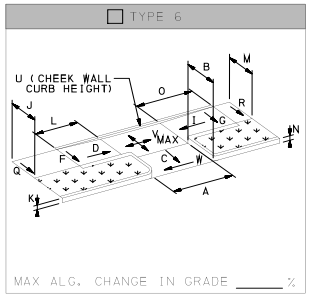
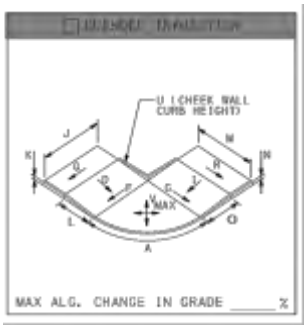


☐ TYPE 6



☐ [illegible]

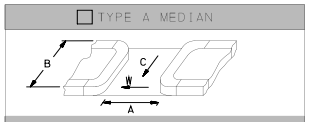


☐ NON-TYPICAL

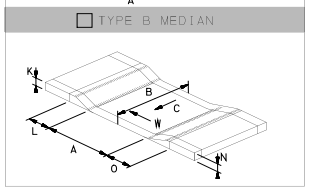
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	999	(IN)	Cannot be completed
*	B	47	(IN)	
*	C	3.90	(%)	
*	D	2.30	(%)	
	E	3.80	(%)	
*	F	4.00	(%)	
*	G	4.20	(%)	
	H	7.50	(%)	
*	I	6.10	(%)	
*	J	90	(IN)	
	K	2	(IN)	
	L	32	(IN)	
*	M	90	(IN)	
	N	5	(IN)	
	O	64	(IN)	
*	P	57	(IN)	
*	Q	1.30	(%)	
*	R	0.60	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.30	(%)	
*	EE	4.70	(%)	
	DWS Transition Strip	YES		
	DWS Transition Strip Slope (FF)	1.90	(%)	

▲ **NOTE: If additional space for typed comments is required, please use**

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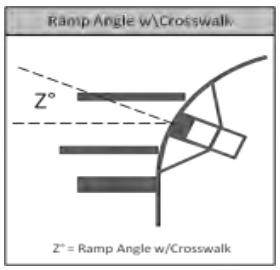
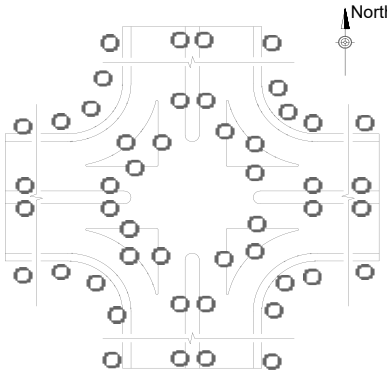
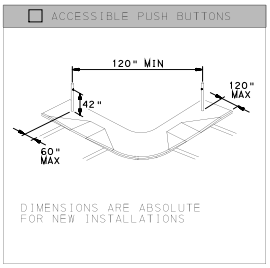
DEPARTMENT OF TRANSPORTATION

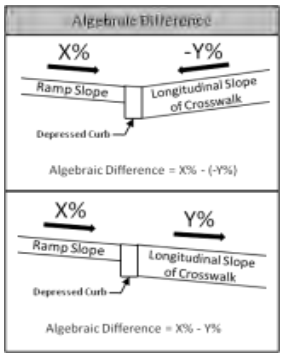
HORROCKS ST & KNORR ST, PennDOT Location
ID # 7

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.30	%	2.00	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		13	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		3	8			
*Ramp Location (Use Figure Below)			07			
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





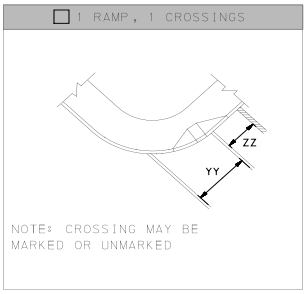


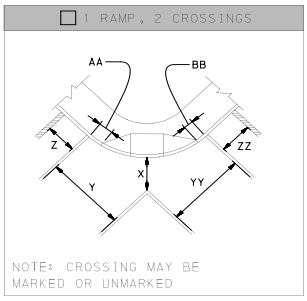


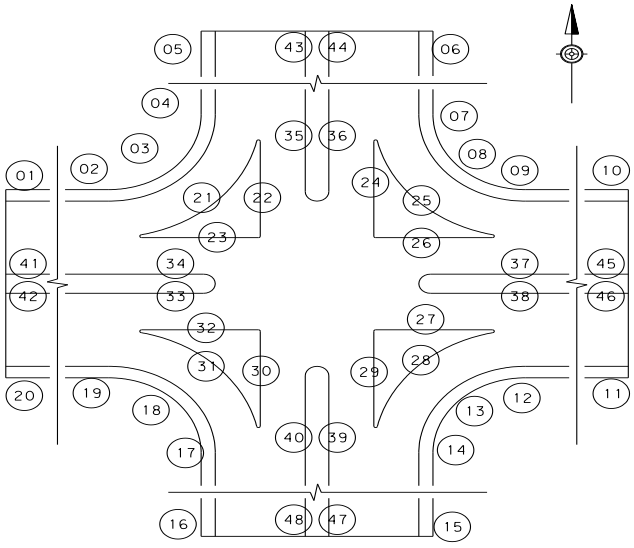
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-HORROCKSSt-KNORRSt-HORROCKSSt-KNORRSt-2023-07-10-7-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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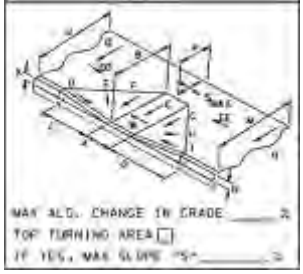
DEPARTMENT OF TRANSPORTATION

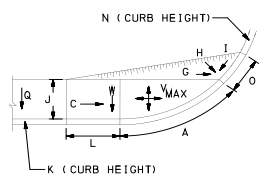
HORROCKS ST & KNORR ST, PennDOT Location ID # 7

☐ TYPE 1



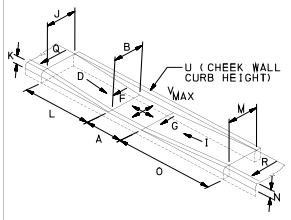
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



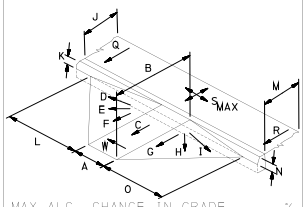
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



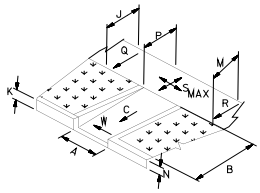
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



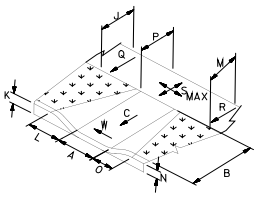
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



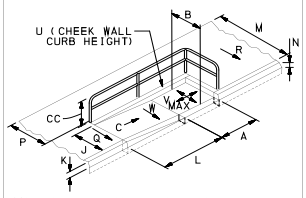
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



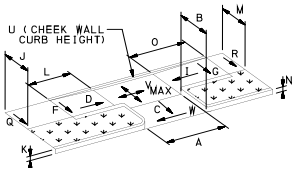
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



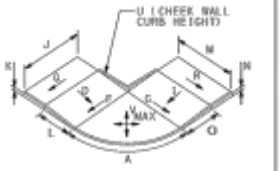
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DRIVEWAY TRANSITION



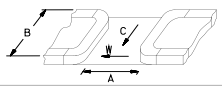
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

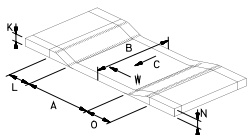
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	51	(IN)	
*	C	4.80	(%)	
*	D	3.50	(%)	
	E	4.50	(%)	
*	F	4.30	(%)	
*	G	4.10	(%)	
	H	3.80	(%)	
*	I	2.10	(%)	
*	J	95	(IN)	
	K	5	(IN)	
	L	67	(IN)	
*	M	85	(IN)	
	N	3	(IN)	
	O	33	(IN)	
*	P	50	(IN)	
*	Q	0.80	(%)	
*	R	0.80	(%)	
*	S	1.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.20	(%)	
*	EE	3.20	(%)	

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	4.30 (%)

C-06-101-60000-HORROCKSSt-KNORRSt-HORROCKSSt-KNORRSt-2023-07-10-7-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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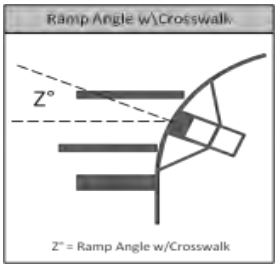
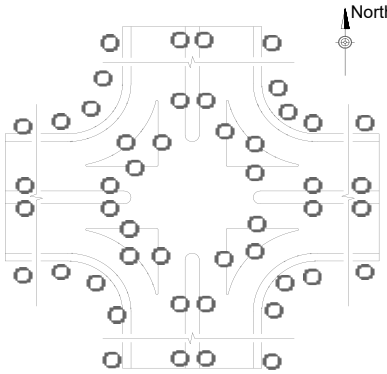
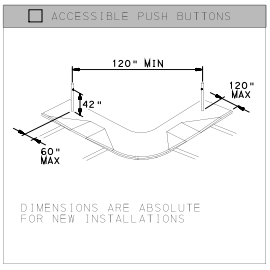
DEPARTMENT OF TRANSPORTATION

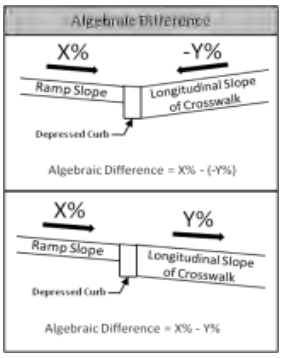
HORROCKS ST & KNORR ST, PennDOT Location
ID # 9

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.60	%	2.00	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		20	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		4	8			
*Ramp Location (Use Figure Below)			09			
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





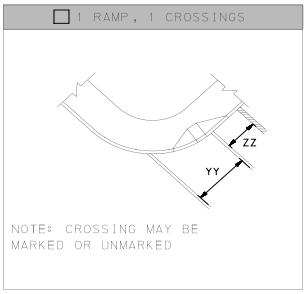


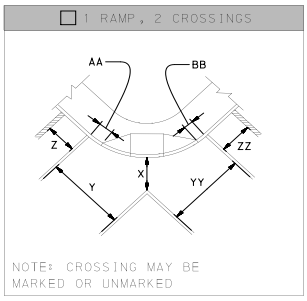


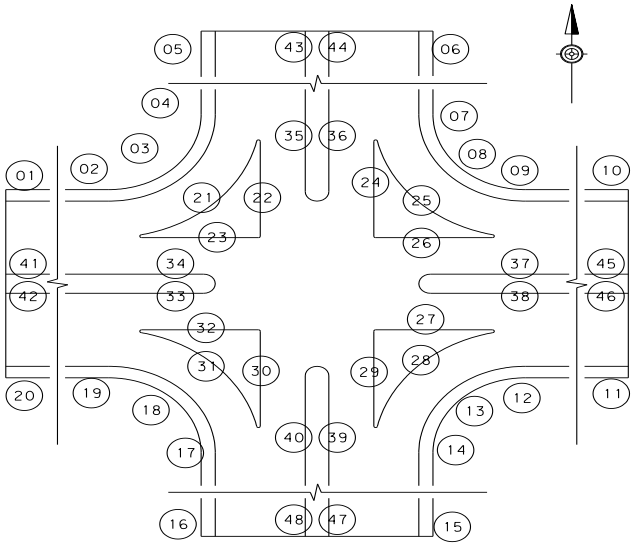
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-HORROCKSSt-KNORRSt-HORROCKSSt-KNORRSt-2023-07-10-9-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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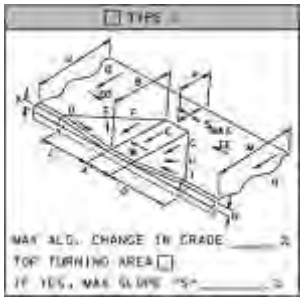
DEPARTMENT OF TRANSPORTATION

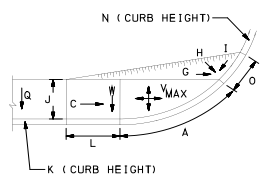
HORROCKS ST & KNORR ST, PennDOT Location ID # 9

TYPE 1



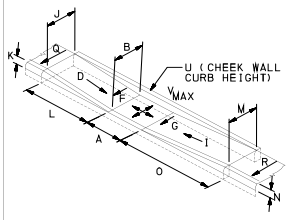
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 1A



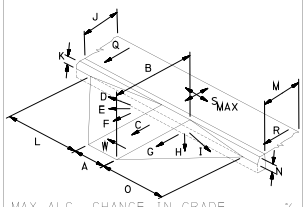
MAX ALG. CHANGE IN GRADE _____ %

TYPE 2



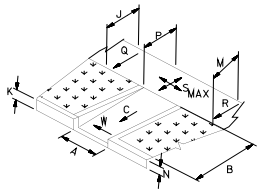
MAX ALG. CHANGE IN GRADE _____ %

TYPE 3



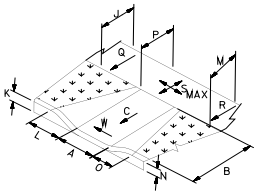
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4



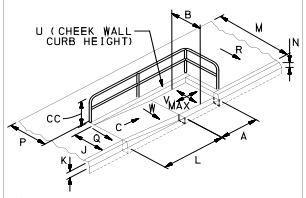
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



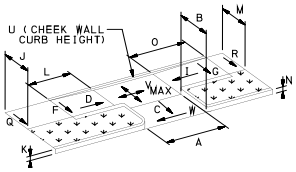
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 5



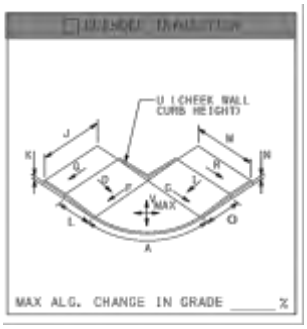
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

[redacted]



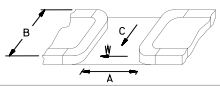
MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

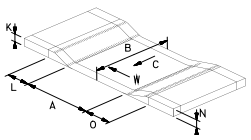
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN



TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	49	(IN)	
*	C	6.70	(%)	
*	D	7.40	(%)	
	E	8.10	(%)	
*	F	6.80	(%)	
*	G	7.80	(%)	
	H	999	(%)	Cannot be completed
*	I	3.30	(%)	
*	J	95	(IN)	
	K	3	(IN)	
	L	38	(IN)	
*	M	85	(IN)	
	N	4	(IN)	
	O	34	(IN)	
*	P	48	(IN)	
*	Q	0.80	(%)	
*	R	0.80	(%)	
*	S	1.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.20	(%)	
*	EE	3.20	(%)	

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	3.60 (%)

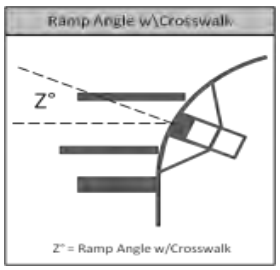
C-06-101-60000-HORROCKSSt-KNORRSt-HORROCKSSt-KNORRSt-2023-07-10-9-Type1

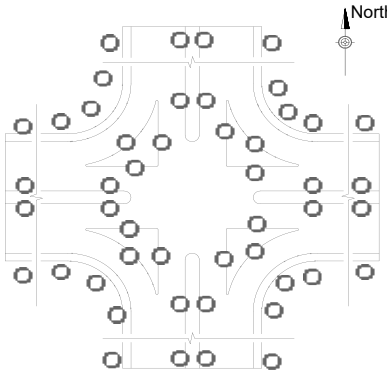
▲ **NOTE: If additional space for typed comments is required, please use**

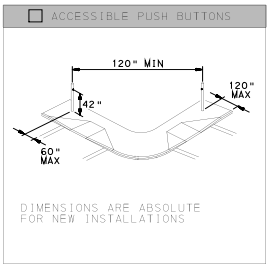
pennsylvania
DEPARTMENT OF TRANSPORTATION

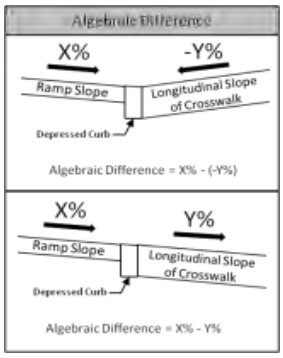
HORROCKS ST & KNORR ST, PennDOT Location
ID # 12

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.80	%	0.50	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		17	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	5	8				
*Ramp Location (Use Figure Below)	12					
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





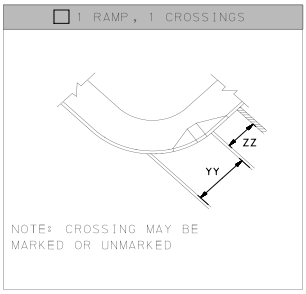


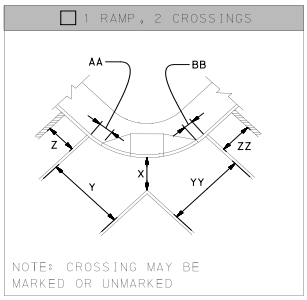


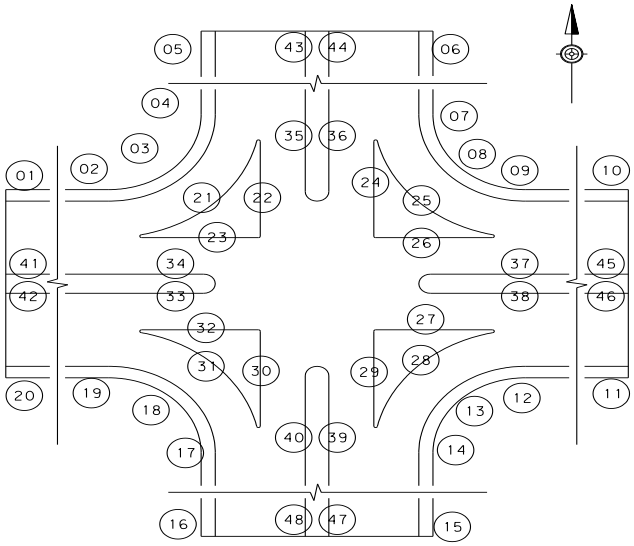
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-HORROCKSSt-KNORRSt-HORROCKSSt-KNORRSt-2023-07-10-12-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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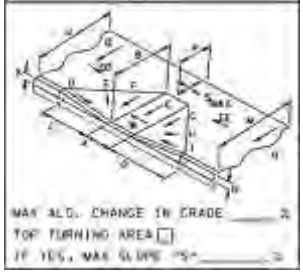
DEPARTMENT OF TRANSPORTATION

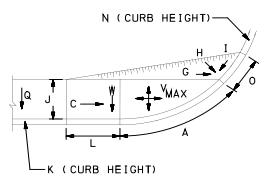
HORROCKS ST & KNORR ST, PennDOT Location ID # 12

☐ TYPE 1



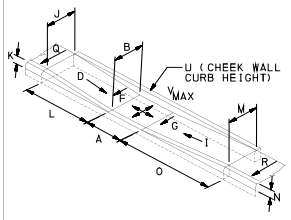
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



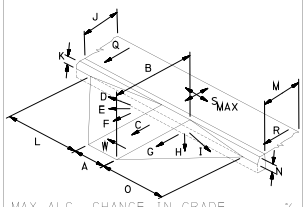
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



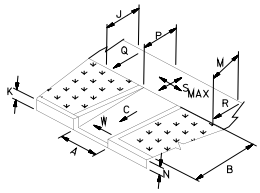
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



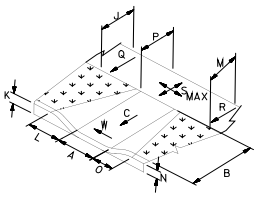
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



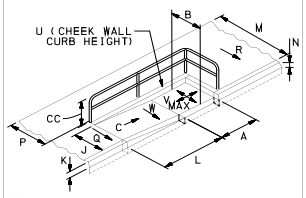
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



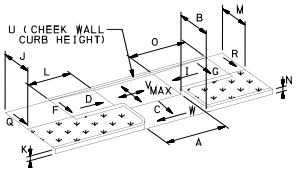
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



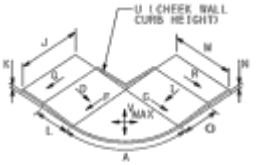
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



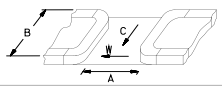
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

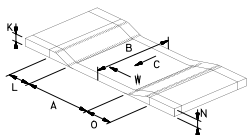
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	40	(IN)	
*	C	4.00	(%)	
*	D	5.60	(%)	
	E	6.20	(%)	
*	F	5.00	(%)	
*	G	3.20	(%)	
	H	2.40	(%)	
*	I	1.00	(%)	
*	J	90	(IN)	
	K	2	(IN)	
	L	32	(IN)	
*	M	90	(IN)	
	N	2	(IN)	
	O	28	(IN)	
*	P	59	(IN)	
*	Q	0.90	(%)	
*	R	2.30	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	5.10	(%)	
*	EE	1.20	(%)	

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	2.50	(%)

C-06-101-60000-HORROCKSSt-KNORRSt-HORROCKSSt-KNORRSt-2023-07-10-12-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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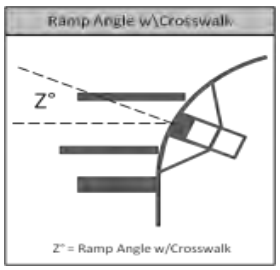
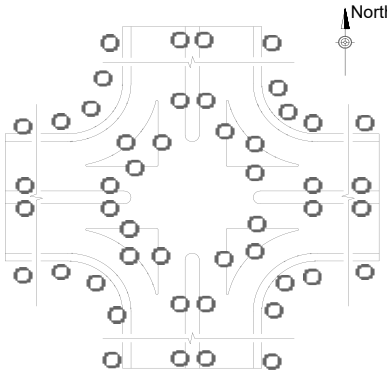
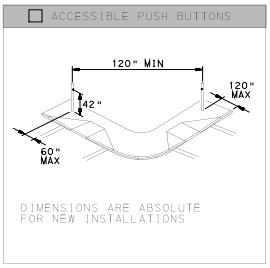
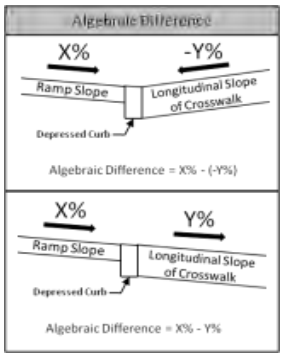
HORROCKS ST & KNORR ST, PennDOT Location
ID # 14

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.80	%	0.30	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		18	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	6	8				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





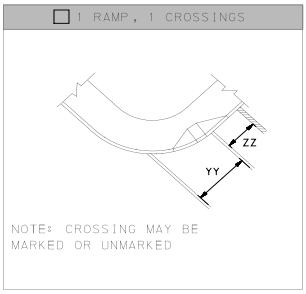


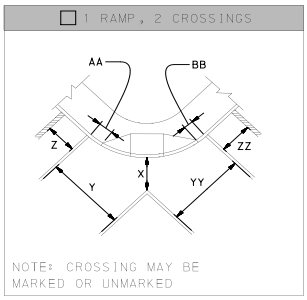


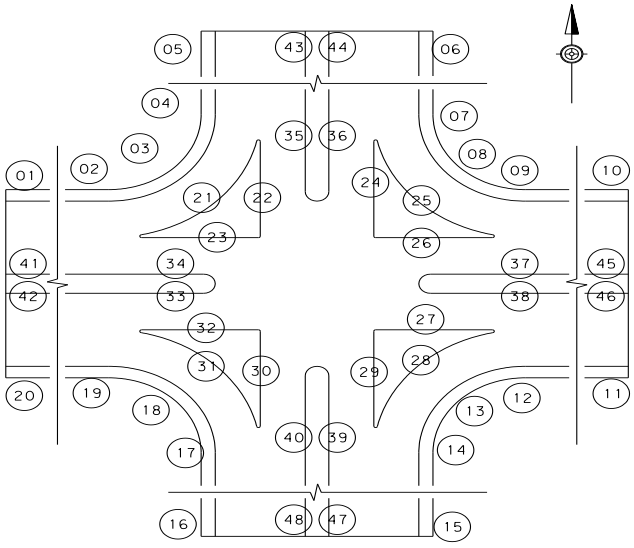
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-HORROCKSSt-KNORRSt-HORROCKSSt-KNORRSt-2023-07-10-14-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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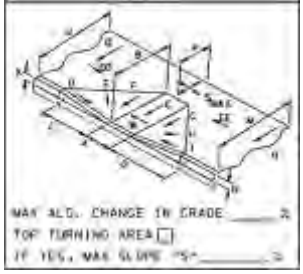
DEPARTMENT OF TRANSPORTATION

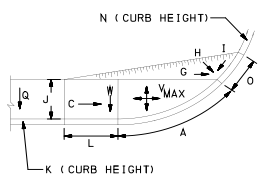
HORROCKS ST & KNORR ST, PennDOT Location ID # 14

☐ TYPE 1



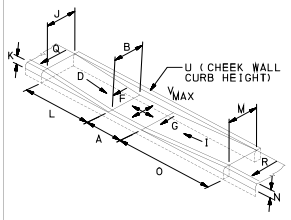
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



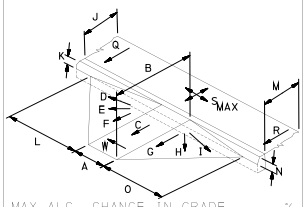
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



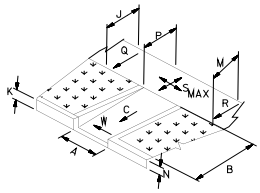
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



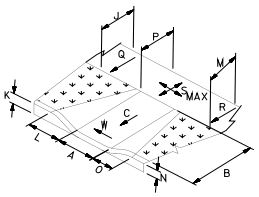
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



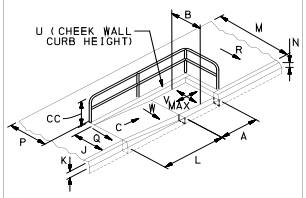
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



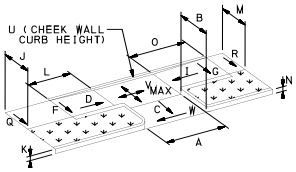
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



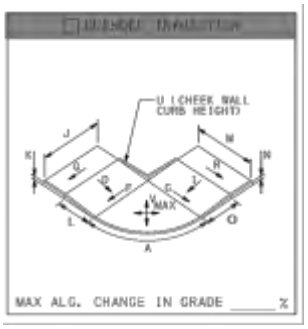
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DRIVEWAY DEPRESSION



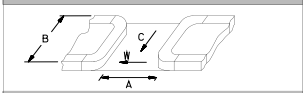
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

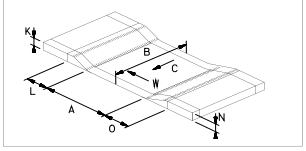
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	40	(IN)	
*	C	5.90	(%)	
*	D	8.10	(%)	
	E	7.90	(%)	
*	F	7.50	(%)	
*	G	5.80	(%)	
	H	6.30	(%)	
*	I	5.50	(%)	
*	J	90	(IN)	
	K	2	(IN)	
	L	28	(IN)	
*	M	90	(IN)	
	N	2	(IN)	
	O	30	(IN)	
*	P	58	(IN)	
*	Q	0.90	(%)	
*	R	2.30	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	5.10	(%)	
*	EE	1.20	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

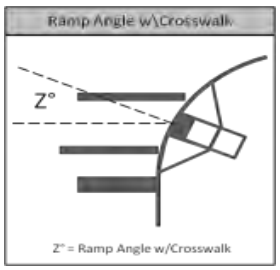
C-06-101-60000-HORROCKSSt-KNORRSt-HORROCKSSt-KNORRSt-2023-07-10-14-Type1

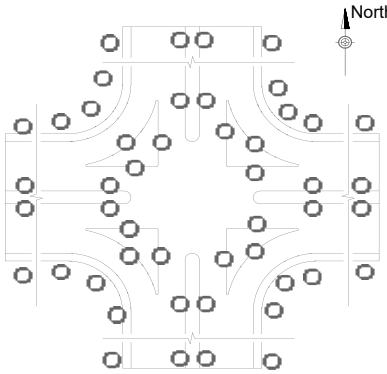
▲ **NOTE: If additional space for typed comments is required, please use**

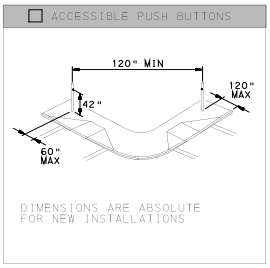
pennsylvania
DEPARTMENT OF TRANSPORTATION

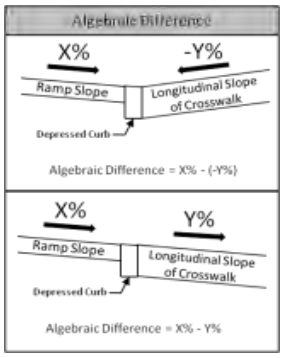
HORROCKS ST & KNORR ST, PennDOT Location
ID # 17

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.50	%	0.10	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		16	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		7	8			
*Ramp Location (Use Figure Below)			17			
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







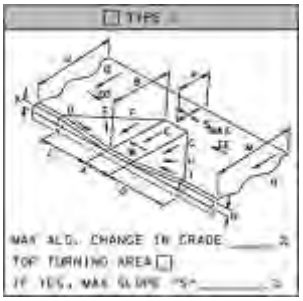


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-HORROCKSSt-KNORRSt-HORROCKSSt-KNORRSt-2023-07-10-17-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania
DEPARTMENT OF TRANSPORTATION

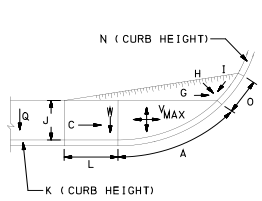
HORROCKS ST & KNORR ST, PennDOT Location
ID # 17

☐ TYPE 1



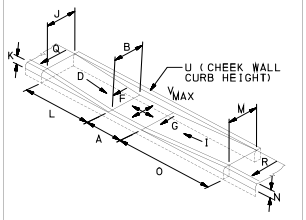
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



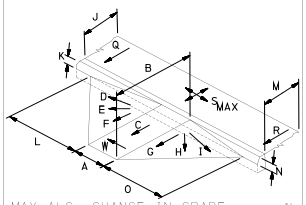
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



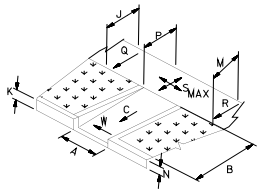
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



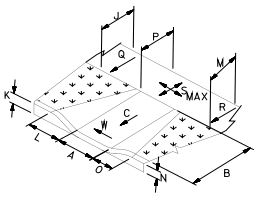
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



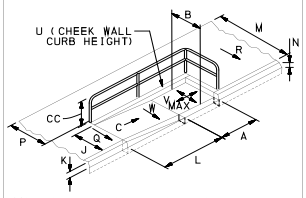
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



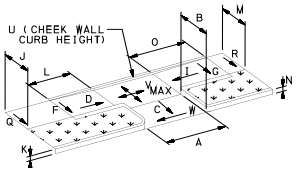
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



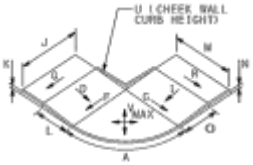
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



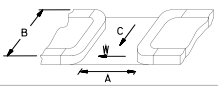
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

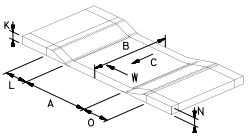
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	44	(IN)	
*	C	6.00	(%)	
*	D	8.70	(%)	
	E	9.10	(%)	
*	F	7.50	(%)	
*	G	5.40	(%)	
	H	3.20	(%)	
*	I	1.30	(%)	
*	J	90	(IN)	
	K	3	(IN)	
	L	31	(IN)	
*	M	90	(IN)	
	N	2	(IN)	
	O	25	(IN)	
*	P	60	(IN)	
*	Q	0.30	(%)	
*	R	1.30	(%)	
*	S	0.60	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.30	(%)	
*	EE	0.70	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)	5.00	(%)

C-06-101-60000-HORROCKSSt-KNORRSt-HORROCKSSt-KNORRSt-2023-07-10-17-Type1

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HORROCKS ST & KNORR ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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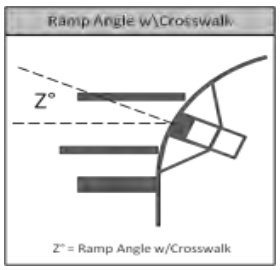
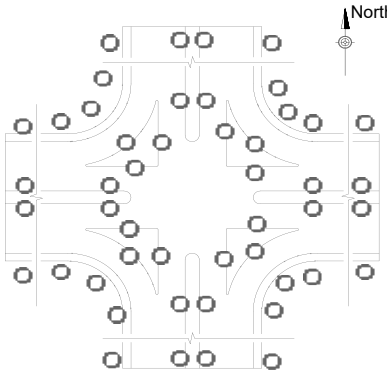
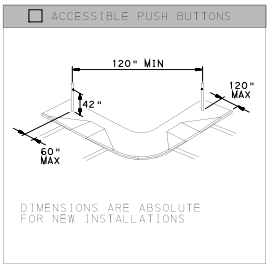
DEPARTMENT OF TRANSPORTATION

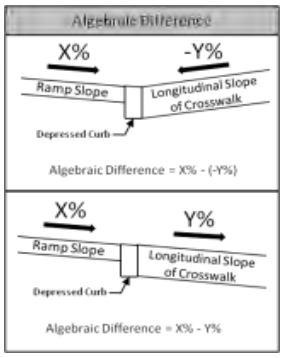
HORROCKS ST & KNORR ST, PennDOT Location
ID # 19

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	9.50	%	1.30	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		18	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	8	8				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





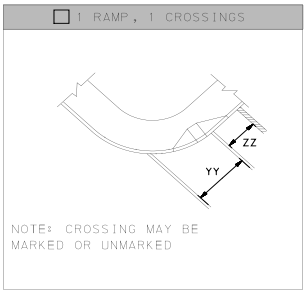


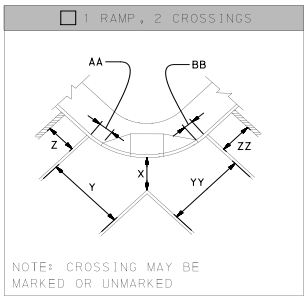


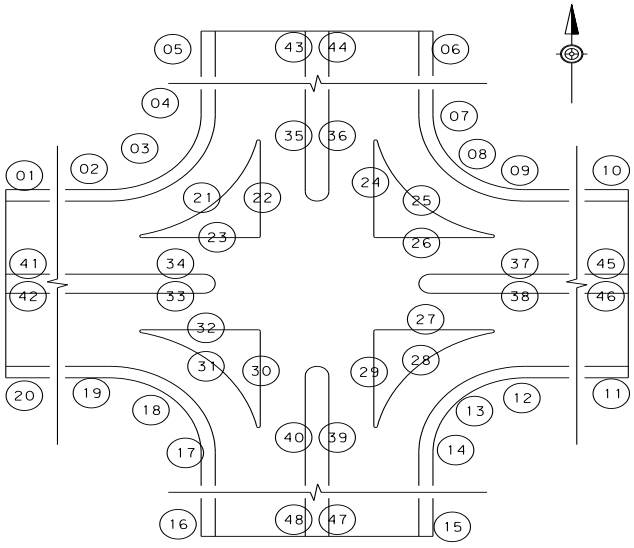
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-HORROCKSSt-KNORRSt-HORROCKSSt-KNORRSt-2023-07-10-19-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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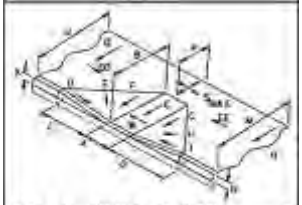
DEPARTMENT OF TRANSPORTATION

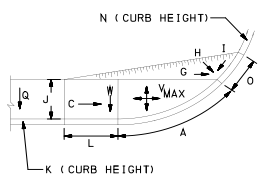
HORROCKS ST & KNORR ST, PennDOT Location ID # 19

☐ TYPE 1



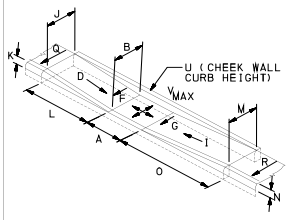
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



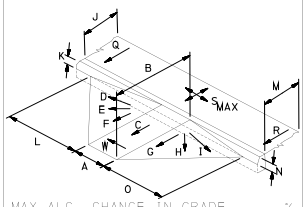
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



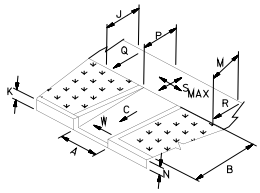
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



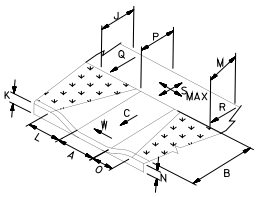
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



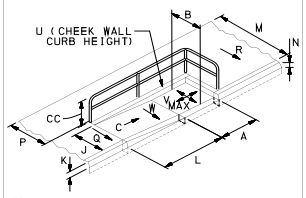
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



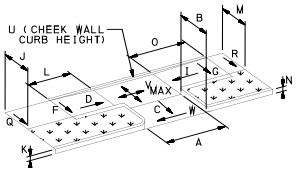
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



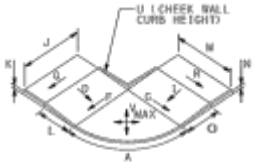
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



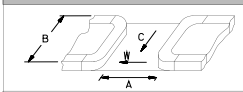
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

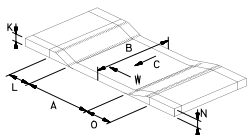
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	44	(IN)	
*	C	6.50	(%)	
*	D	3.30	(%)	
	E	5.70	(%)	
*	F	7.30	(%)	
*	G	7.20	(%)	
	H	8.30	(%)	
*	I	7.30	(%)	
*	J	90	(IN)	
	K	2	(IN)	
	L	30	(IN)	
*	M	90	(IN)	
	N	3	(IN)	
	O	36	(IN)	
*	P	63	(IN)	
*	Q	0.30	(%)	
*	R	1.30	(%)	
*	S	0.60	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.30	(%)	
*	EE	0.70	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-HORROCKSSt-KNORRSt-HORROCKSSt-KNORRSt-2023-07-10-19-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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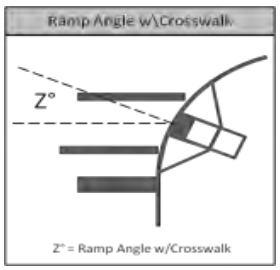
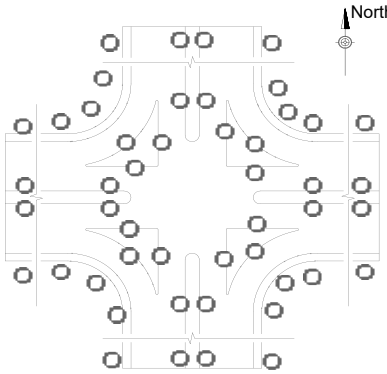
DEPARTMENT OF TRANSPORTATION

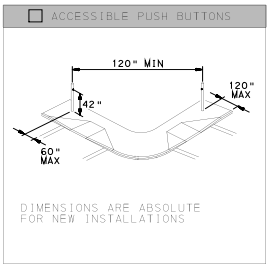
KINDRED ST & KNORR ST, PennDOT Location ID # 4

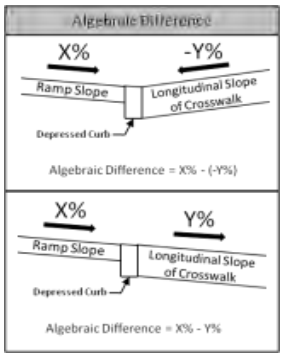
*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.50	%	0.30	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		28	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	1	3			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				
*North Leg	KINDRED	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	KINDRED	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				

Comments not recorded





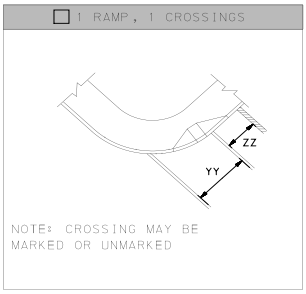


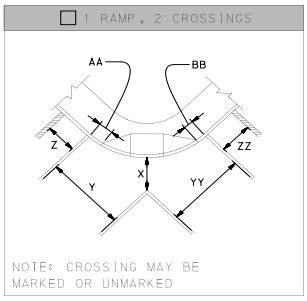


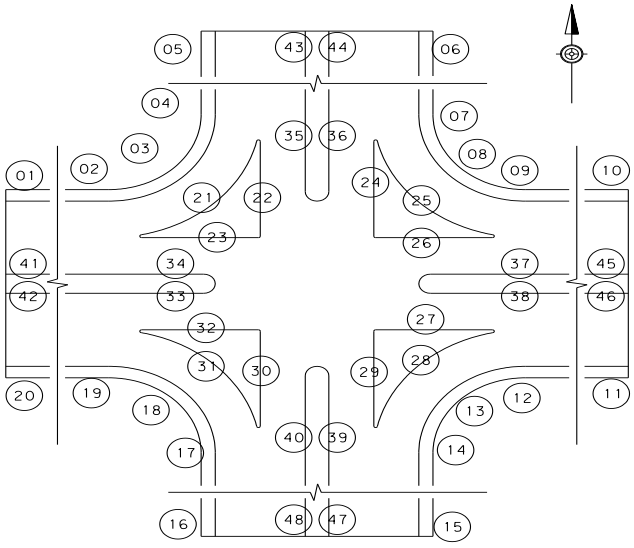
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-KINDREDSt-KNORRSt-KINDREDSt-KNORRSt-2023-07-10-4-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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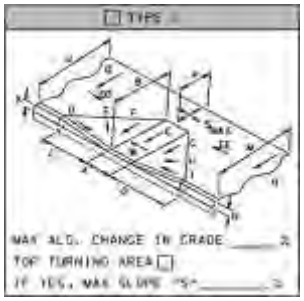
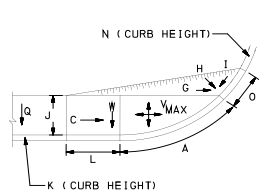
KINDRED ST & KNORR ST, PennDOT Location ID # 4

☐ TYPE 1



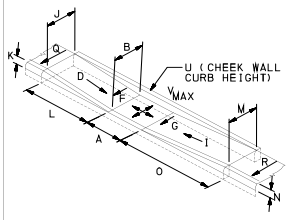
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



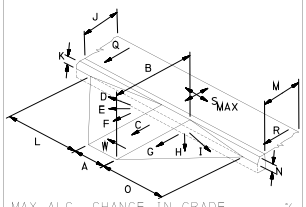
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



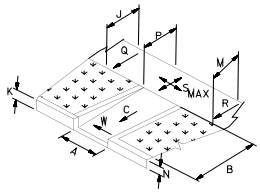
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



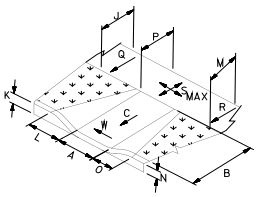
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



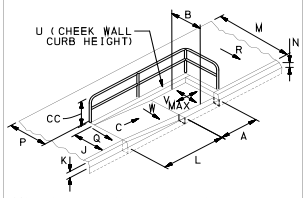
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



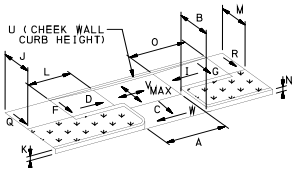
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



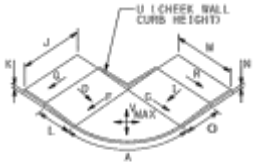
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



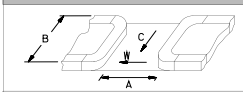
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

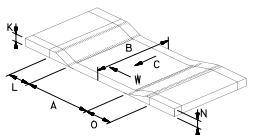
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	43	(IN)	
*	C	5.70	(%)	
*	D	3.80	(%)	
	E	5.60	(%)	
*	F	5.90	(%)	
*	G	7.00	(%)	
	H	9.40	(%)	
*	I	8.30	(%)	
*	J	60	(IN)	
	K	3	(IN)	
	L	51	(IN)	
*	M	60	(IN)	
	N	5	(IN)	
	O	47	(IN)	
*	P	52	(IN)	
*	Q	1.70	(%)	
*	R	1.30	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.40	(%)	
*	EE	2.20	(%)	

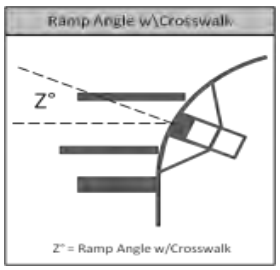
DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	5.00	(%)

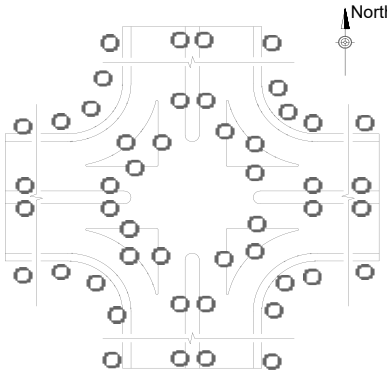
C-06-101-60000-KINDREDSt-KNORRSt-KINDREDSt-KNORRSt-2023-07-10-4-Type1

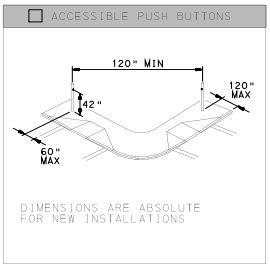
▲ **NOTE: If additional space for typed comments is required, please use**

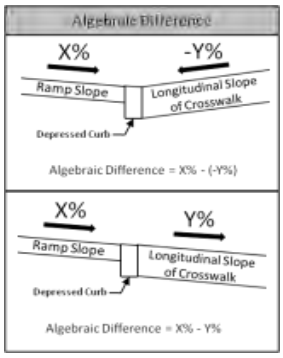
KINDRED ST & KNORR ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.80	%	0.60	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		23	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	2	3	No comments recorded			
*Ramp Location (Use Figure Below)		07				
*Curb Ramp Type	Type 1					
*North Leg	KINDRED	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	KINDRED	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





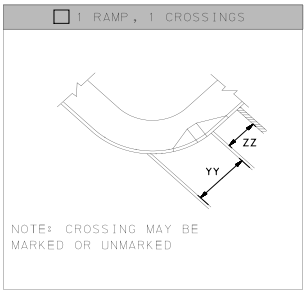


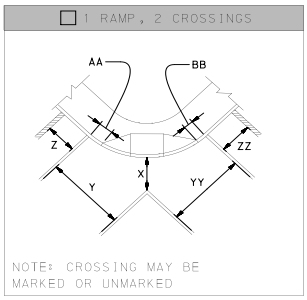


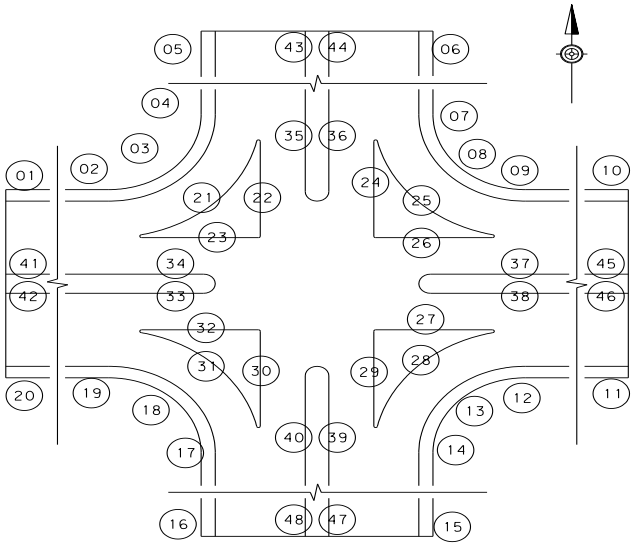
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-KINDREDSt-KNORRSt-KINDREDSt-KNORRSt-2023-07-10-7-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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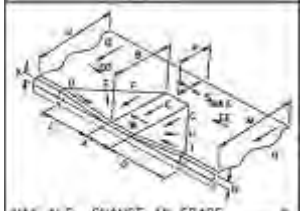
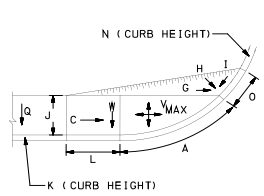
KINDRED ST & KNORR ST, PennDOT Location ID # 7

☐ TYPE 1



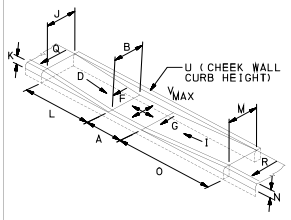
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



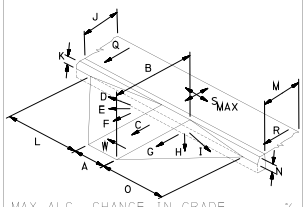
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



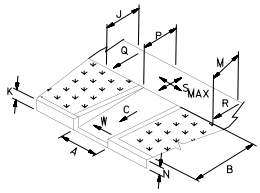
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



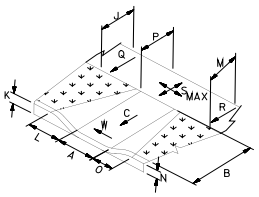
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



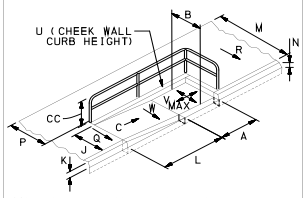
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



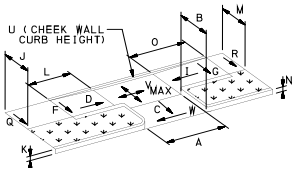
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



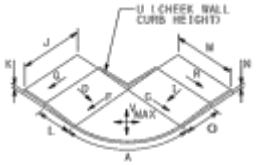
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ PEDESTRIAN INVENTION



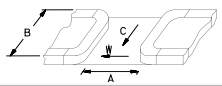
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

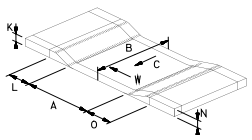
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	47	(IN)	
*	C	4.70	(%)	
*	D	6.60	(%)	
	E	7.10	(%)	
*	F	5.60	(%)	
*	G	4.80	(%)	
	H	6.50	(%)	
*	I	5.90	(%)	
*	J	48	(IN)	
	K	4	(IN)	
	L	46	(IN)	
*	M	85	(IN)	
	N	3	(IN)	
	O	46	(IN)	
*	P	46	(IN)	overgrowth from property since c
*	Q	1.60	(%)	
*	R	0.30	(%)	
*	S	1.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.30	(%)	
*	EE	0.10	(%)	

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	4.00 (%)

C-06-101-60000-KINDREDSt-KNORRSt-KINDREDSt-KNORRSt-2023-07-10-7-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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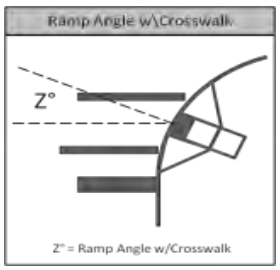
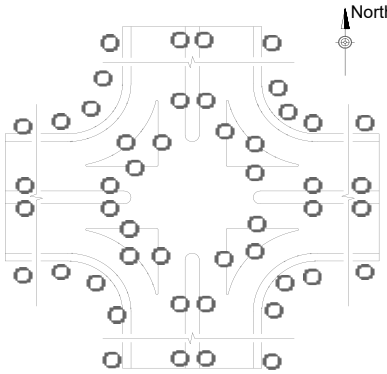
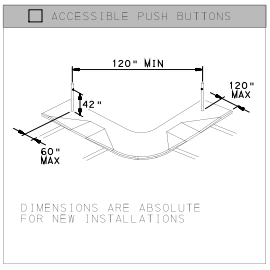
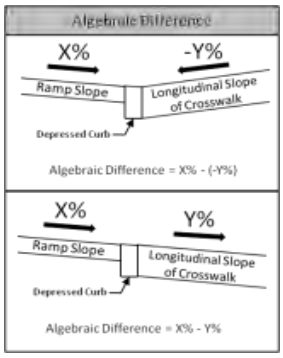
KNORR ST & LARGE ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	6.40	%	1.80	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		20	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	1	8			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				
*North Leg	LARGE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	LARGE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





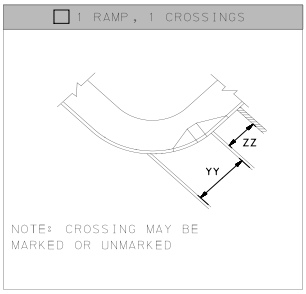


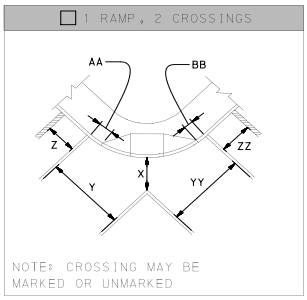


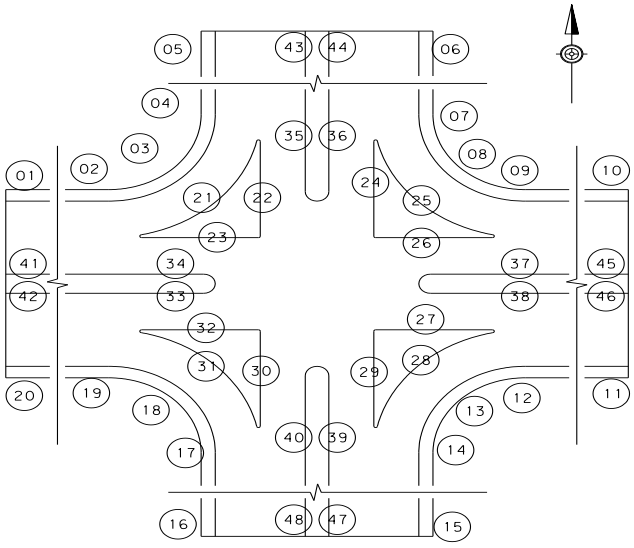
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-LARGESt-KNORRSt-LARGESt-KNORRSt-2023-07-10-2-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



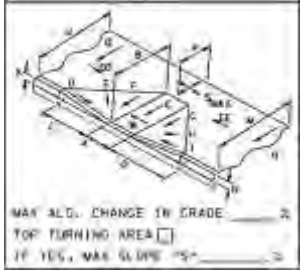




pennsylvania
DEPARTMENT OF TRANSPORTATION

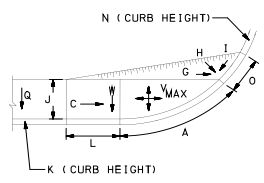
KNORR ST & LARGE ST, PennDOT Location ID # 2

☐ TYPE 1



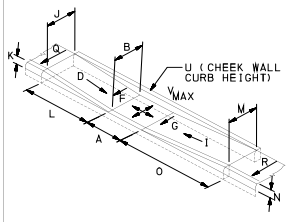
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



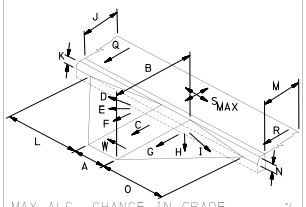
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



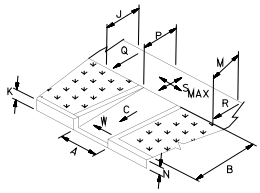
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



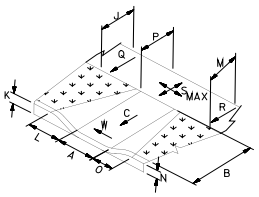
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



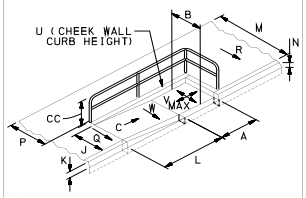
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



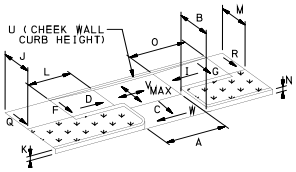
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



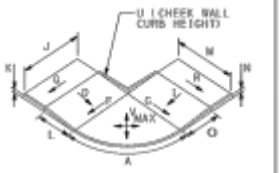
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



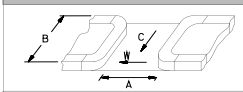
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

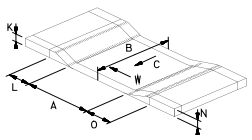
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



		"0.00" inches or %		Comments ▲
*	A	48	(IN)	
*	B	48	(IN)	
*	C	6.30	(%)	
*	D	1.00	(%)	
	E	5.10	(%)	
*	F	7.10	(%)	
*	G	6.20	(%)	
	H	6.00	(%)	
*	I	4.50	(%)	
*	J	60	(IN)	
	K	2	(IN)	
	L	38	(IN)	
*	M	60	(IN)	
	N	3	(IN)	
	O	33	(IN)	
*	P	54	(IN)	
*	Q	0.90	(%)	
*	R	0.40	(%)	
*	S	1.60	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.80	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.00	(%)	
*	EE	5.10	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)	6.00	(%)

C-06-101-60000-LARGESt-KNORRSt-LARGESt-KNORRSt-2023-07-10-2-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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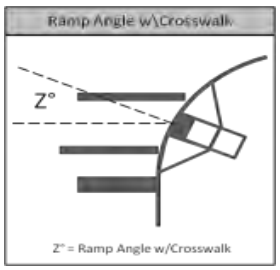
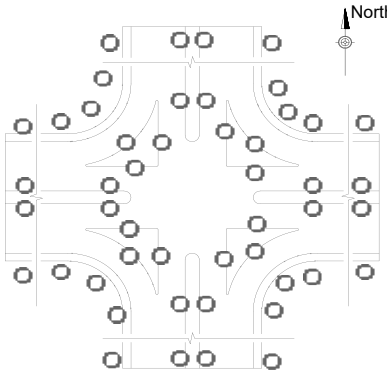
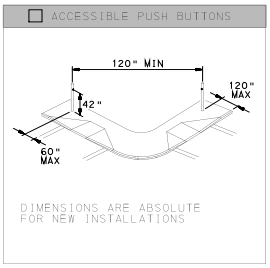
DEPARTMENT OF TRANSPORTATION

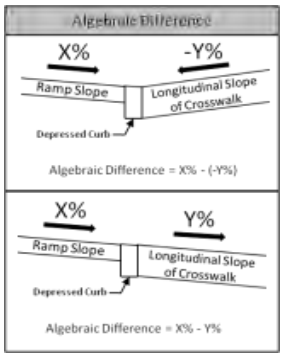
KNORR ST & LARGE ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.70	%	0.30	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		10	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	2	8			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				
*North Leg	LARGE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	LARGE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





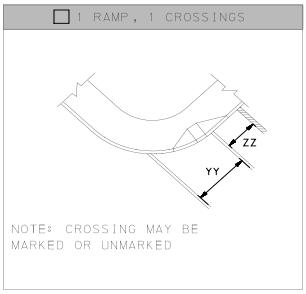


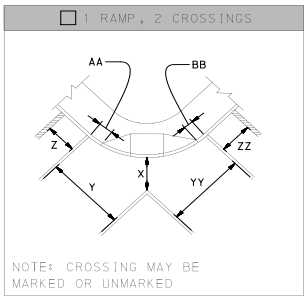


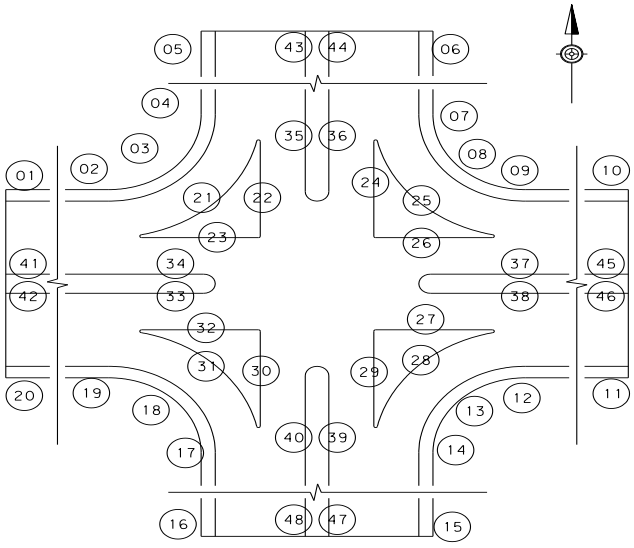
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-LARGESt-KNORRSt-LARGESt-KNORRSt-2023-07-10-4-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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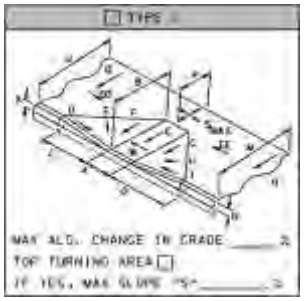
DEPARTMENT OF TRANSPORTATION

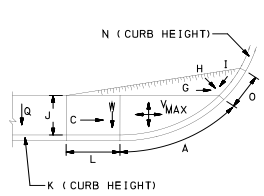
KNORR ST & LARGE ST, PennDOT Location ID # 4

☐ TYPE 1



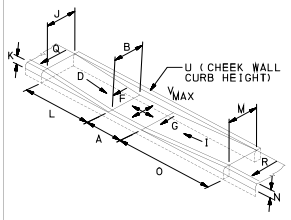
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



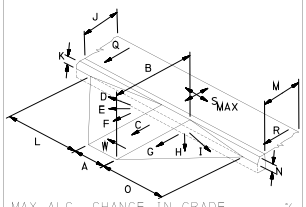
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



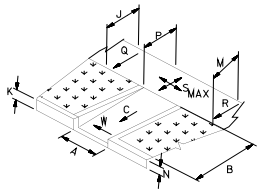
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



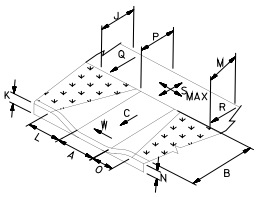
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



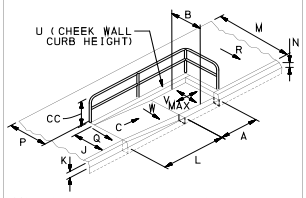
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



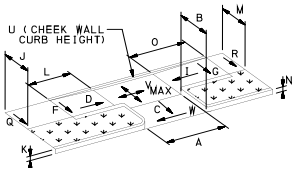
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



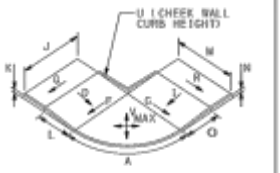
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



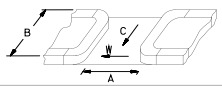
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

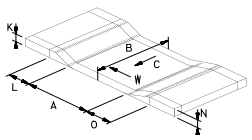
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	44	(IN)
*	C	3.70	(%)
*	D	1.70	(%)
	E	3.00	(%)
*	F	4.90	(%)
*	G	5.30	(%)
	H	5.60	(%)
*	I	3.50	(%)
*	J	60	(IN)
	K	3	(IN)
	L	36	(IN)
*	M	60	(IN)
	N	4	(IN)
	O	36	(IN)
*	P	53	(IN)
*	Q	0.90	(%)
*	R	0.40	(%)
*	S	1.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.60	(%)
*	X		(IN)
*	Y		(IN)
*	YY	170	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.30	(%)
*	EE	1.10	(%)

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	3.00	(%)

Comments ▲

C-06-101-60000-LARGESt-KNORRSt-LARGESt-KNORRSt-2023-07-10-4-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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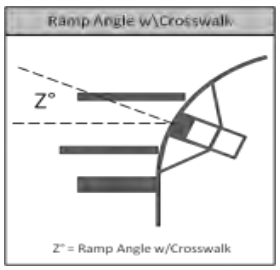
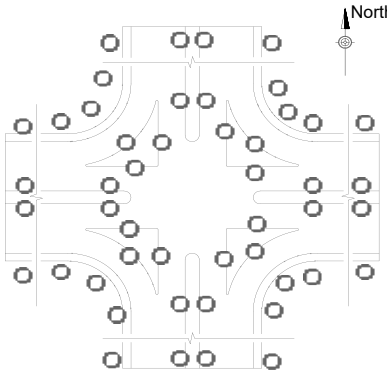
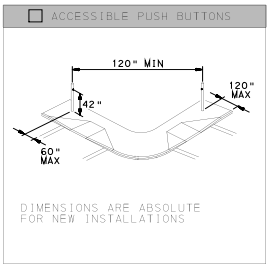
DEPARTMENT OF TRANSPORTATION

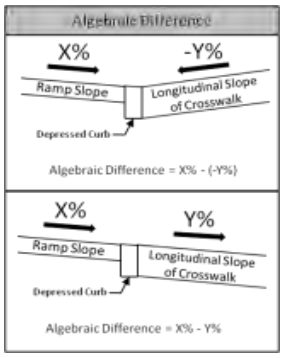
KNORR ST & LARGE ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.80	%	0.20	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		19	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	3	8			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				
*North Leg	LARGE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	LARGE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





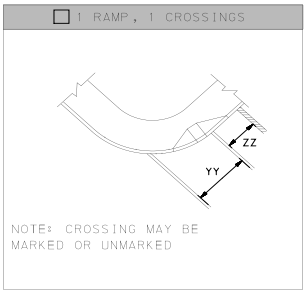


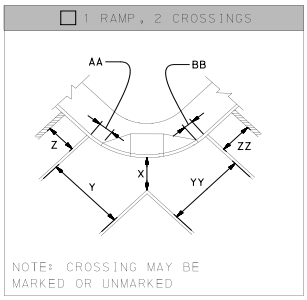


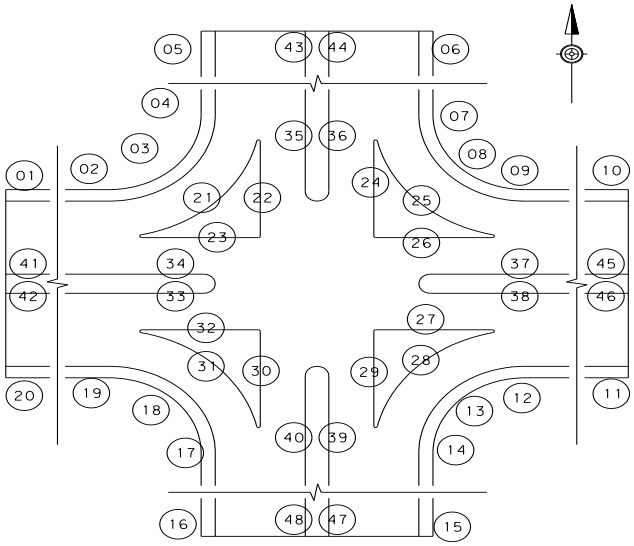
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-LARGESt-KNORRSt-LARGESt-KNORRSt-2023-07-10-7-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



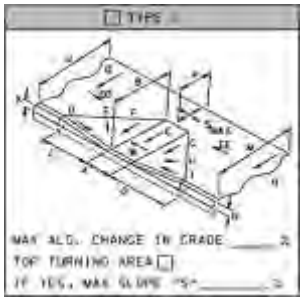




pennsylvania
DEPARTMENT OF TRANSPORTATION

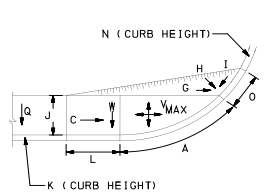
KNORR ST & LARGE ST, PennDOT Location ID # 7

☐ TYPE 1



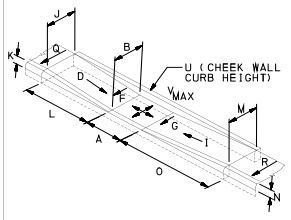
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



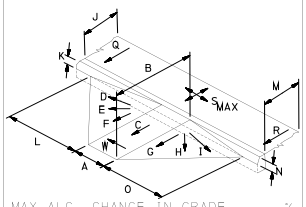
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



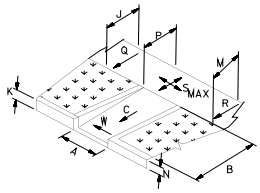
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



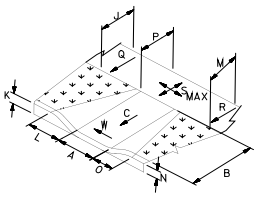
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



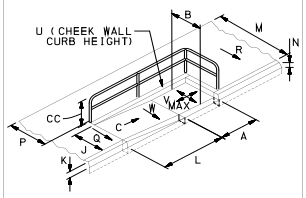
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



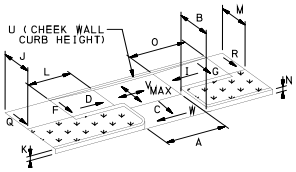
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



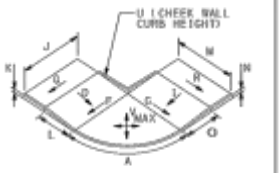
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



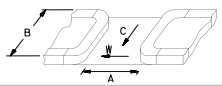
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

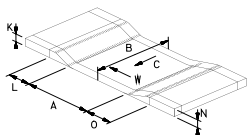
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	42	(IN)
*	C	4.60	(%)
*	D	3.90	(%)
	E	4.80	(%)
*	F	4.50	(%)
*	G	4.20	(%)
	H	4.20	(%)
*	I	2.10	(%)
*	J	60	(IN)
	K	2	(IN)
	L	36	(IN)
*	M	60	(IN)
	N	2	(IN)
	O	31	(IN)
*	P	55	(IN)
*	Q	1.10	(%)
*	R	1.50	(%)
*	S	1.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.80	(%)
*	X		(IN)
*	Y		(IN)
*	YY	170	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.40	(%)
*	EE	0.20	(%)

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	4.60	(%)

Comments ▲

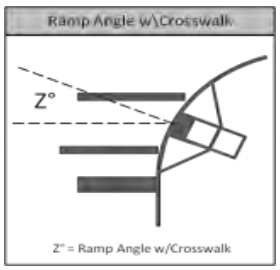
not applicable

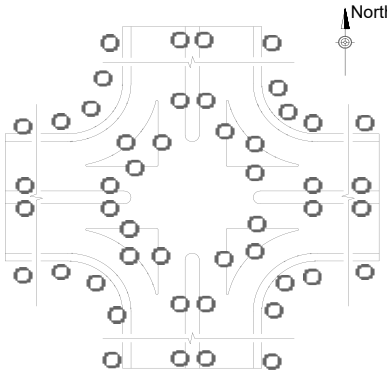
C-06-101-60000-LARGESt-KNORRSt-LARGESt-KNORRSt-2023-07-10-7-Type1

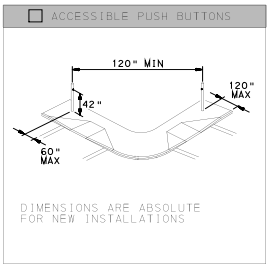
▲ **NOTE:** If additional space for typed comments is required, please use

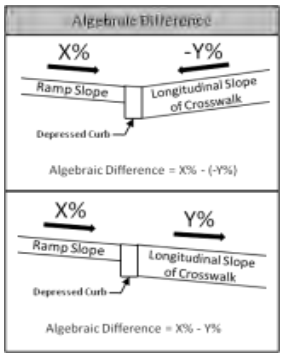
KNORR ST & LARGE ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.40	%	1.10	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		19	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	4	8			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				
*North Leg	LARGE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	LARGE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





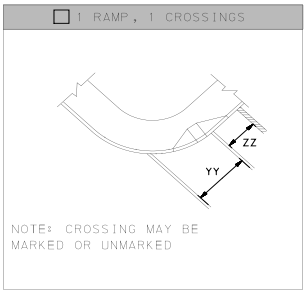


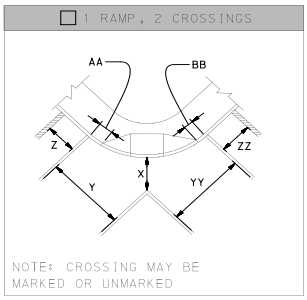


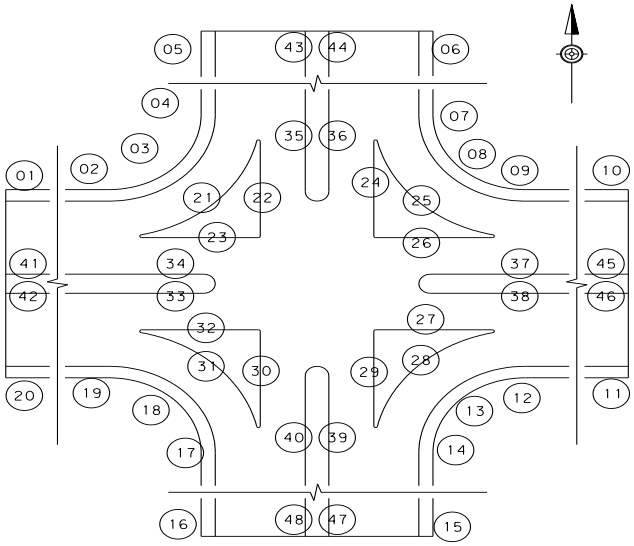
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-LARGESt-KNORRSt-LARGESt-KNORRSt-2023-07-10-9-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



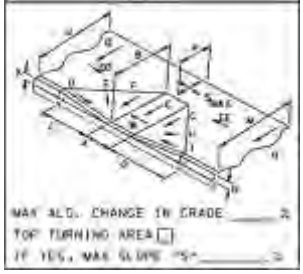




pennsylvania
DEPARTMENT OF TRANSPORTATION

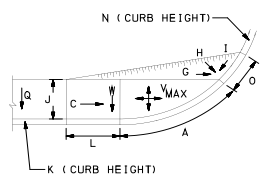
KNORR ST & LARGE ST, PennDOT Location ID # 9

☐ TYPE 1



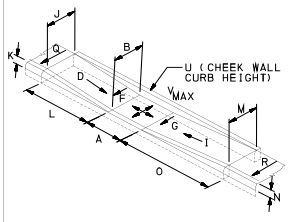
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



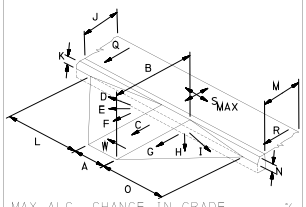
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



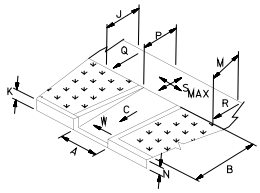
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



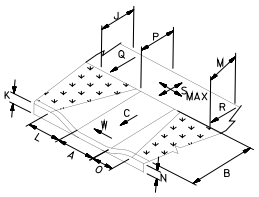
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



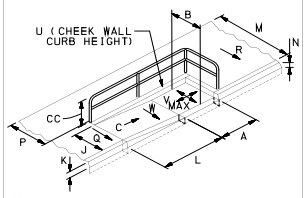
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



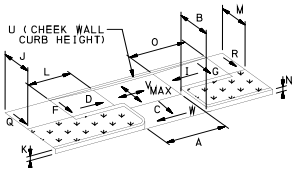
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



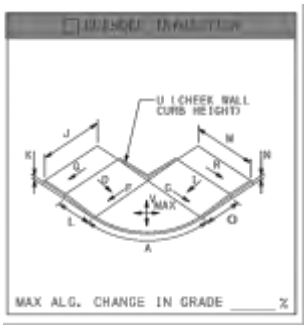
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



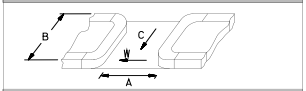
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

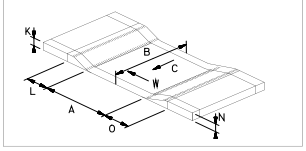
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	40	(IN)
*	C	5.30	(%)
*	D	6.10	(%)
	E	6.50	(%)
*	F	5.80	(%)
*	G	5.80	(%)
	H	4.20	(%)
*	I	1.60	(%)
*	J	60	(IN)
	K	2	(IN)
	L	31	(IN)
*	M	60	(IN)
	N	2	(IN)
	O	39	(IN)
*	P	59	(IN)
*	Q	1.10	(%)
*	R	1.50	(%)
*	S	1.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.50	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.40	(%)
*	EE	0.20	(%)

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	4.60 (%)

Comments ▲

C-06-101-60000-LARGESt-KNORRSt-LARGESt-KNORRSt-2023-07-10-9-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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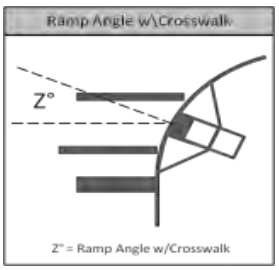
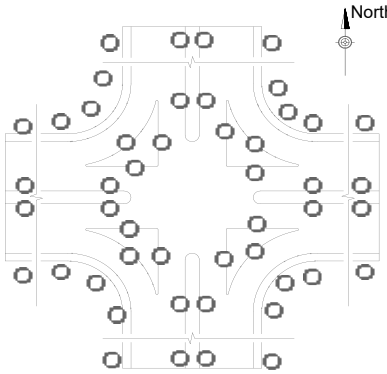
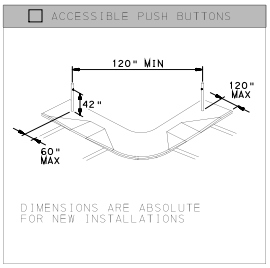
DEPARTMENT OF TRANSPORTATION

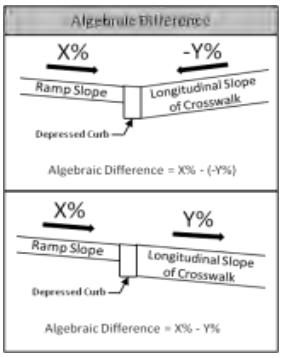
KNORR ST & LARGE ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.00	%	2.00	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		24	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	5	8	Comments not recorded		
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				
*North Leg	LARGE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	LARGE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





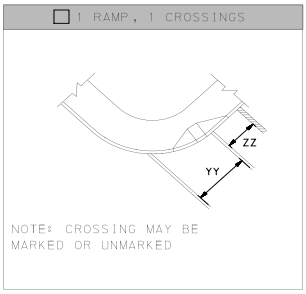


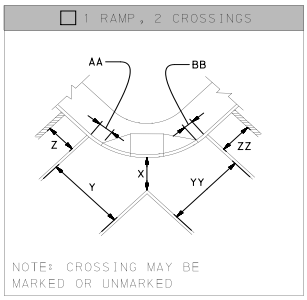


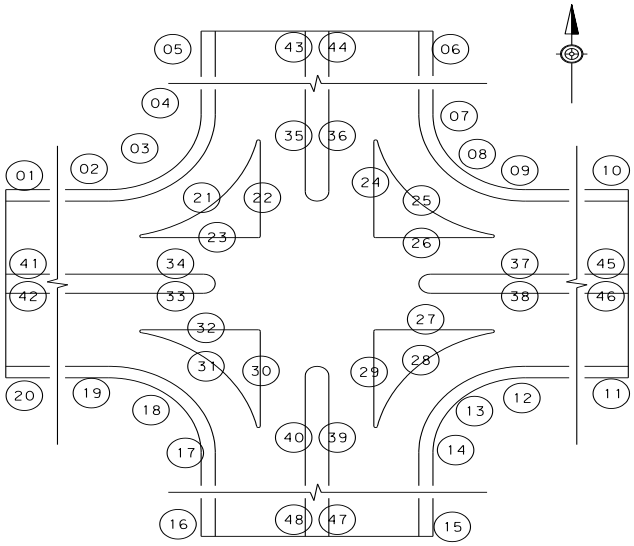
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-LARGESt-KNORRSt-LARGESt-KNORRSt-2023-07-10-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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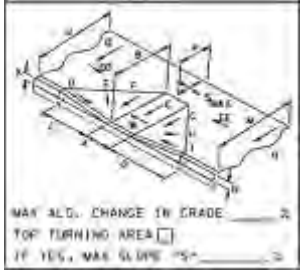
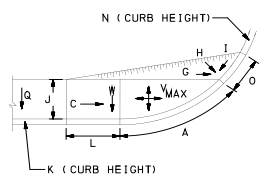
KNORR ST & LARGE ST, PennDOT Location ID # 12

☐ TYPE 1



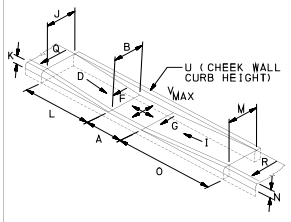
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



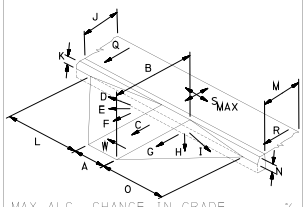
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



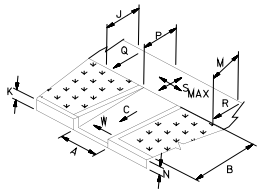
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



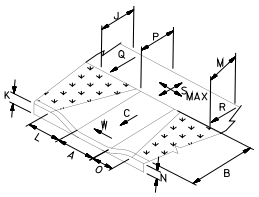
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



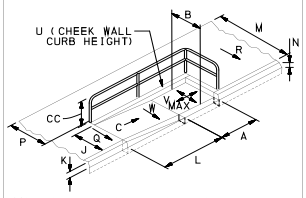
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



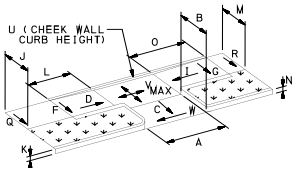
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



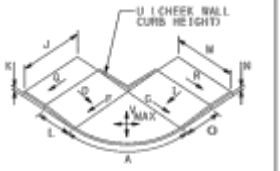
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



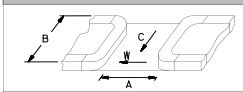
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

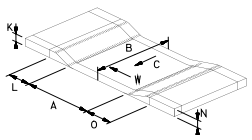
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	38	(IN)
*	C	4.40	(%)
*	D	0.60	(%)
	E	3.20	(%)
*	F	5.10	(%)
*	G	5.00	(%)
	H	5.80	(%)
*	I	5.70	(%)
*	J	60	(IN)
	K	2	(IN)
	L	39	(IN)
*	M	85	(IN)
	N	2	(IN)
	O	37	(IN)
*	P	48	(IN)
*	Q	1.70	(%)
*	R	0.30	(%)
*	S	0.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.50	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.50	(%)
*	EE	4.30	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments ▲

not applicable

C-06-101-60000-LARGESt-KNORRSt-LARGESt-KNORRSt-2023-07-10-12-Type1

▲ **NOTE:** If additional space for typed comments is required, please use

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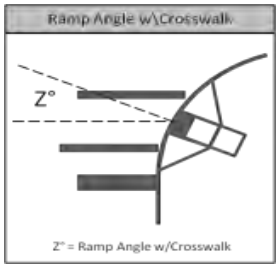
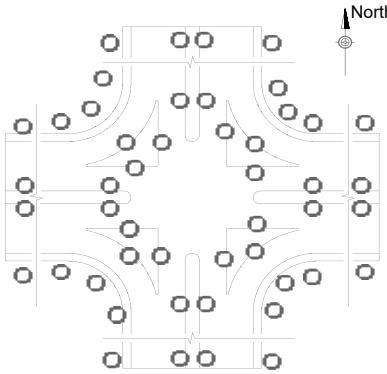
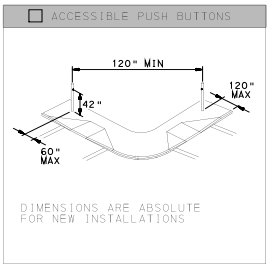
DEPARTMENT OF TRANSPORTATION

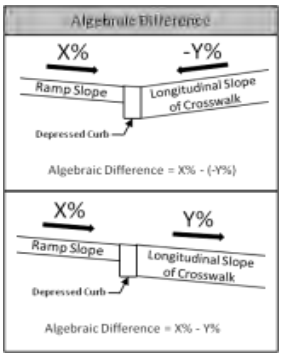
KNORR ST & LARGE ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	0.80	%	0.80	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		9	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	6	8			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg	LARGE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	LARGE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





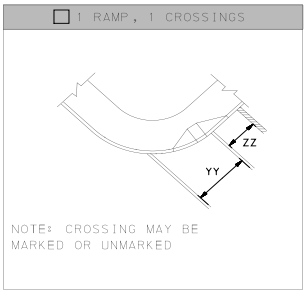


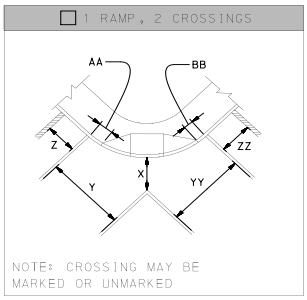


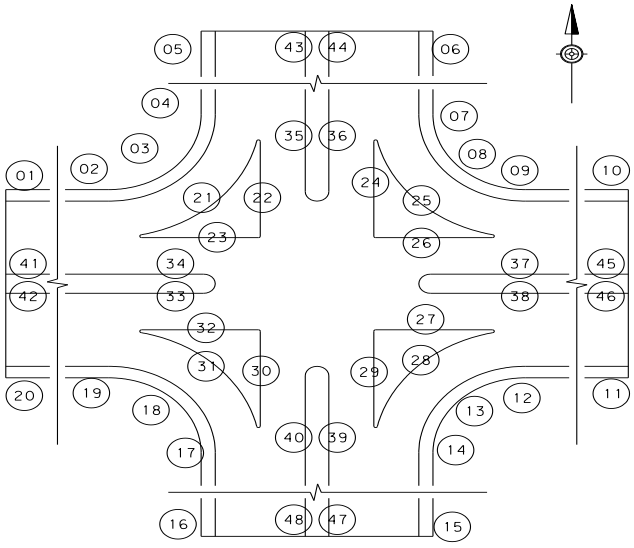
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-LARGESt-KNORRSt-LARGESt-KNORRSt-2023-07-10-14-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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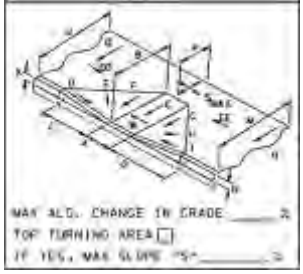
DEPARTMENT OF TRANSPORTATION

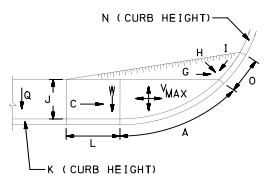
KNORR ST & LARGE ST, PennDOT Location ID # 14

☐ TYPE 1



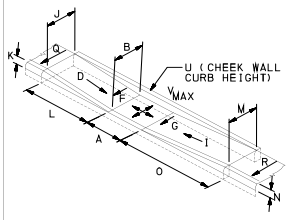
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



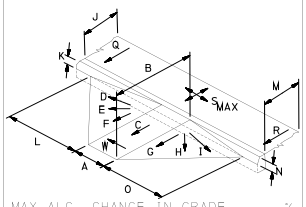
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



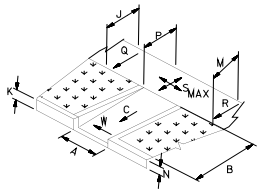
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



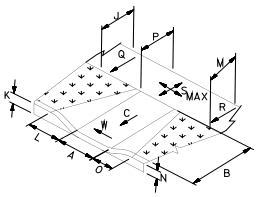
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



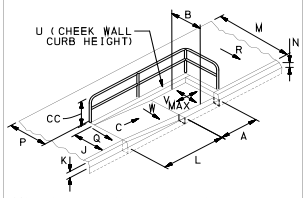
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



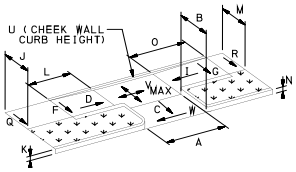
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



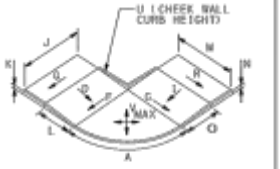
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



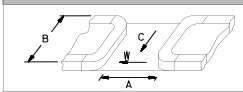
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



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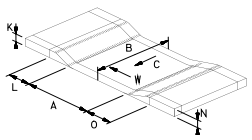

	"0.00" inches or %		
*	A	48	(IN)
*	B	38	(IN)
*	C	1.50	(%)
*	D	2.00	(%)
	E	2.50	(%)
*	F	3.00	(%)
*	G	1.40	(%)
	H	2.30	(%)
*	I	2.50	(%)
*	J	60	(IN)
	K	2	(IN)
	L	44	(IN)
*	M	85	(IN)
	N	3	(IN)
	O	36	(IN)
*	P	52	(IN)
*	Q	1.70	(%)
*	R	0.30	(%)
*	S	0.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.80	(%)
*	X		(IN)
*	Y		(IN)
*	YY	170	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.60	(%)
*	EE	4.30	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments ▲

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▲ **NOTE: If additional space for typed comments is required, please use**

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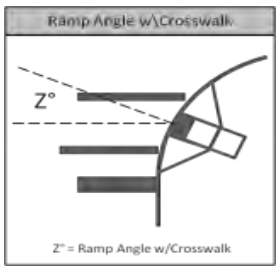
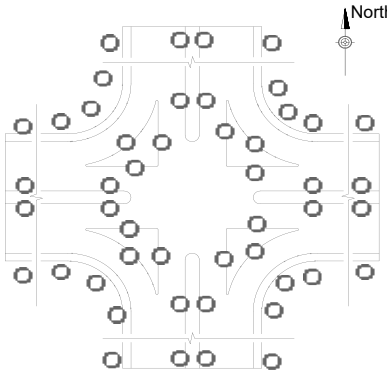
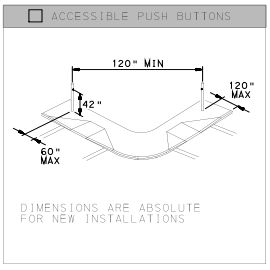
DEPARTMENT OF TRANSPORTATION

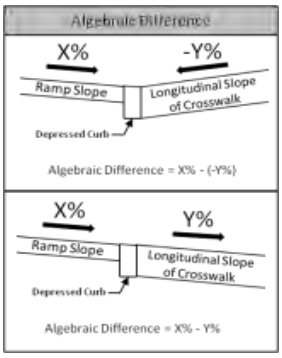
KNORR ST & LARGE ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.80	%	0.30	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		10	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	7	8			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 1				
*North Leg	LARGE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	LARGE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





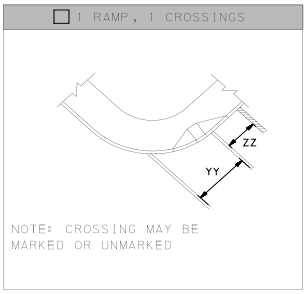


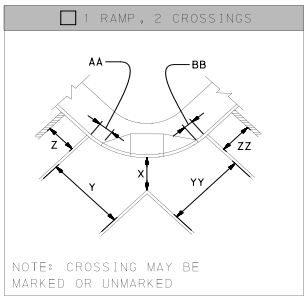


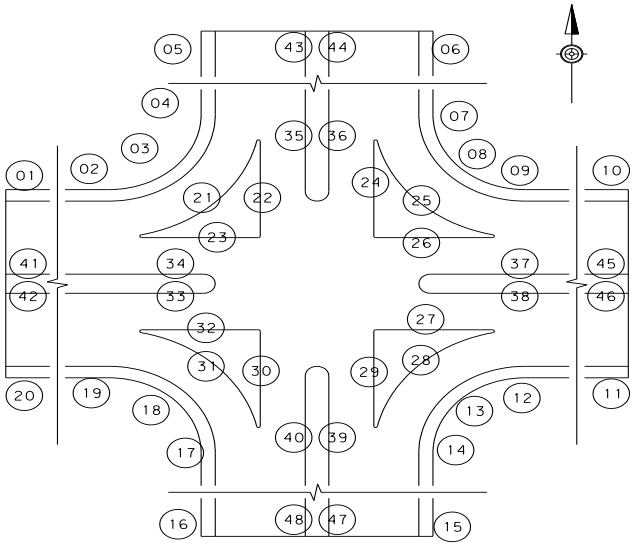
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-LARGESt-KNORRSt-LARGESt-KNORRSt-2023-07-10-17-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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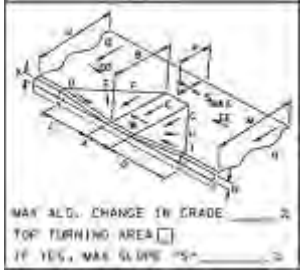
DEPARTMENT OF TRANSPORTATION

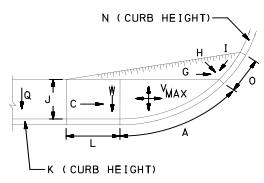
KNORR ST & LARGE ST, PennDOT Location ID # 17

☐ TYPE 1



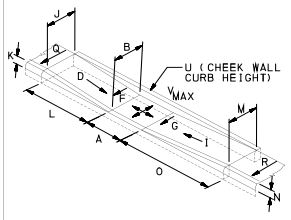
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



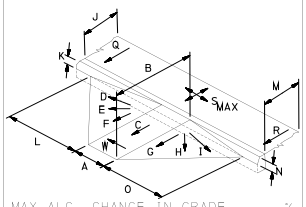
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



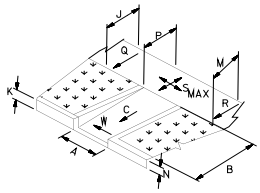
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



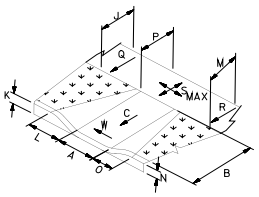
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



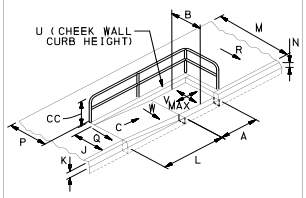
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



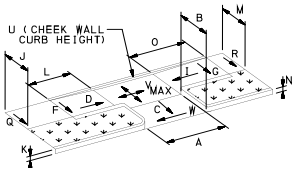
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



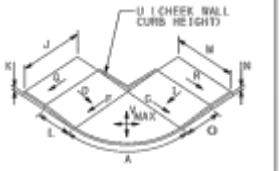
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



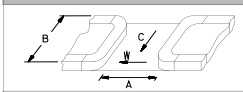
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

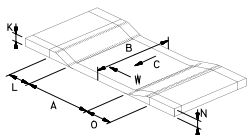
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	34	(IN)	
*	C	3.30	(%)	
*	D	3.60	(%)	
	E	4.60	(%)	
*	F	4.20	(%)	
*	G	3.50	(%)	
	H	4.00	(%)	
*	I	2.20	(%)	
*	J	90	(IN)	
	K	2	(IN)	
	L	38	(IN)	
*	M	85	(IN)	
	N	2	(IN)	
	O	34	(IN)	
*	P	58	(IN)	
*	Q	0.70	(%)	
*	R	1.20	(%)	
*	S	1.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	170	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.30	(%)	
*	EE	1.20	(%)	

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	3.90	(%)

C-06-101-60000-LARGESt-KNORRSt-LARGESt-KNORRSt-2023-07-10-17-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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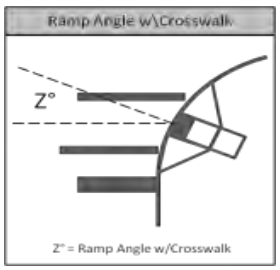
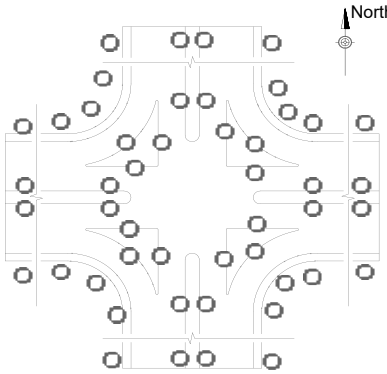
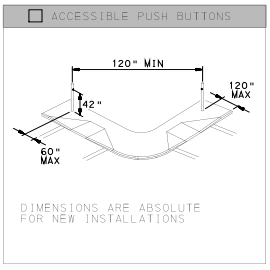
DEPARTMENT OF TRANSPORTATION

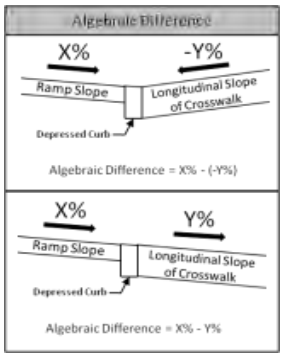
KNORR ST & LARGE ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.10	%	0.70	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		19	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	8	8			
*Ramp Location (Use Figure Below)		19			
*Curb Ramp Type	Type 1				
*North Leg	LARGE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	LARGE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





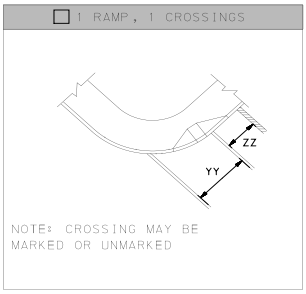


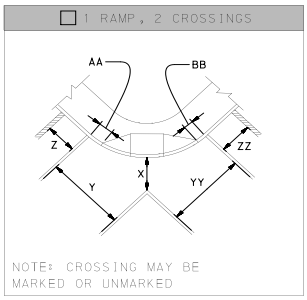


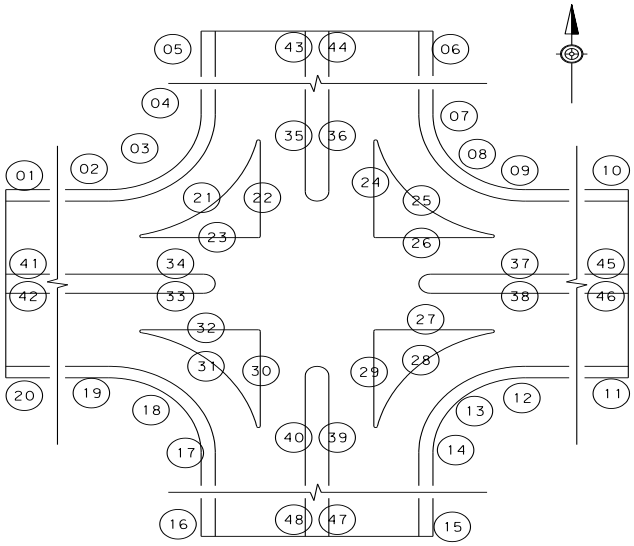
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-LARGESt-KNORRSt-LARGESt-KNORRSt-2023-07-10-19-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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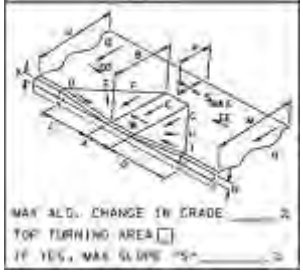
DEPARTMENT OF TRANSPORTATION

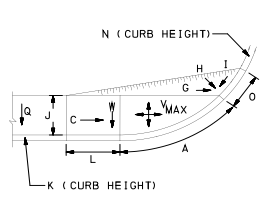
KNORR ST & LARGE ST, PennDOT Location ID # 19

☐ TYPE 1



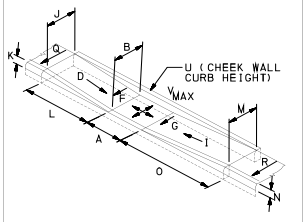
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



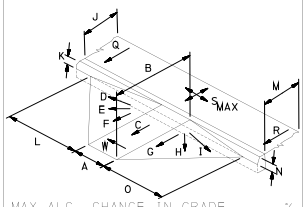
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



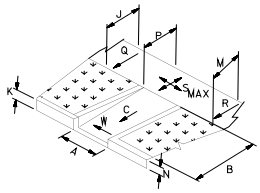
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



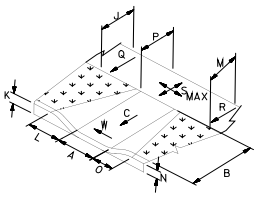
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



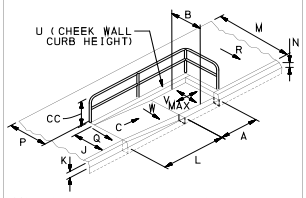
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



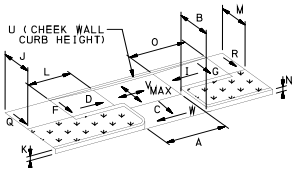
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



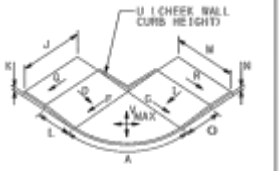
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



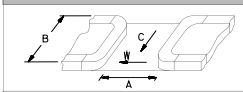
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

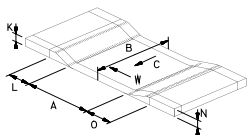
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	36	(IN)
*	C	3.50	(%)
*	D	5.40	(%)
	E	6.10	(%)
*	F	4.00	(%)
*	G	3.60	(%)
	H	2.70	(%)
*	I	1.20	(%)
*	J	90	(IN)
	K	2	(IN)
	L	38	(IN)
*	M	85	(IN)
	N	3	(IN)
	O	48	(IN)
*	P	54	(IN)
*	Q	0.70	(%)
*	R	1.20	(%)
*	S	1.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	4.30	(%)
*	EE	1.20	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

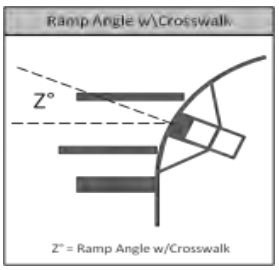
Comments ▲

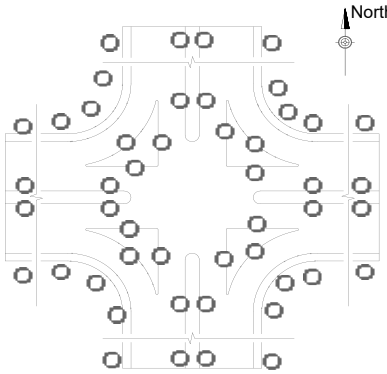
C-06-101-60000-LARGESt-KNORRSt-LARGESt-KNORRSt-2023-07-10-19-Type1

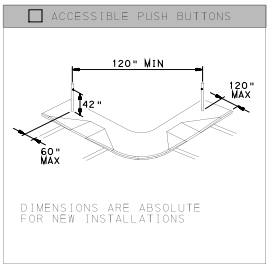
▲ **NOTE: If additional space for typed comments is required, please use**

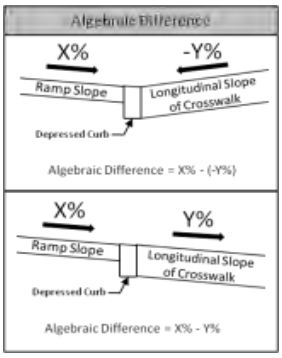
KNORR ST & LYNFORD ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.30	%	1.20	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		29	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	2	2	No comment noted		
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				
*North Leg	LYNFORD	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	LYNFORD	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





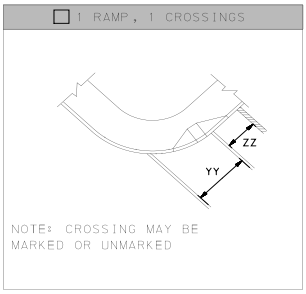


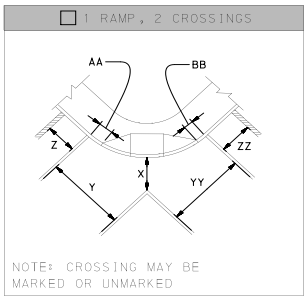


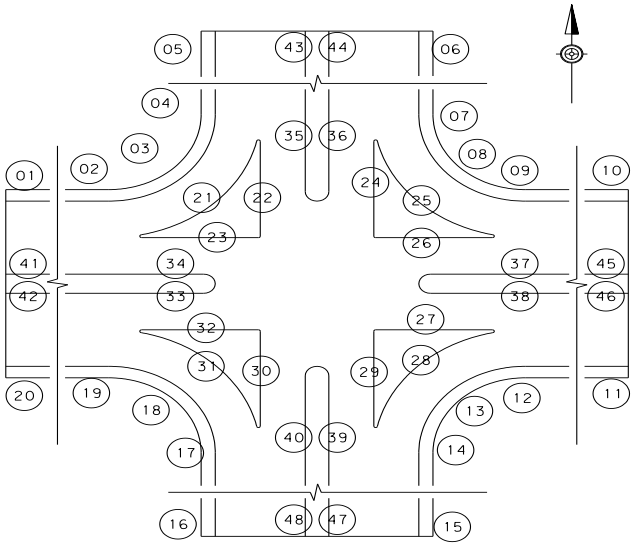
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-LYNFORDSt-KNORRSt-LYNFORDSt-KNORRSt-2023-07-10-7-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



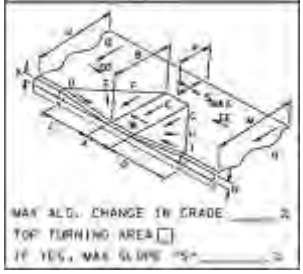




pennsylvania
DEPARTMENT OF TRANSPORTATION

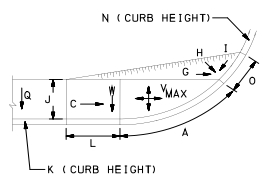
KNORR ST & LYNFORD ST, PennDOT Location ID # 7

☐ TYPE 1



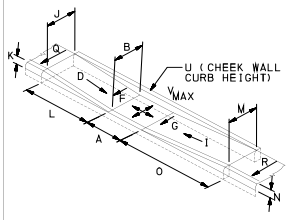
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



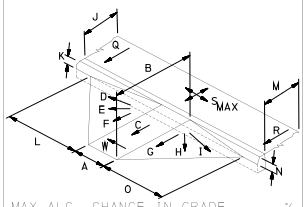
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



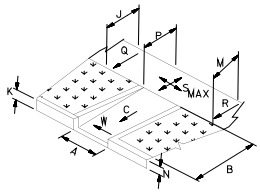
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



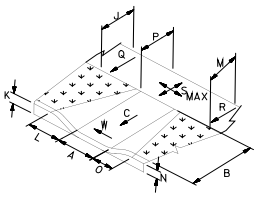
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



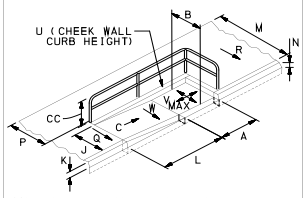
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



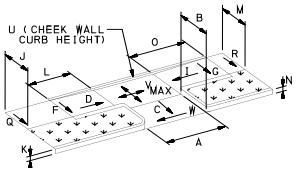
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



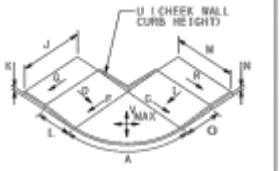
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



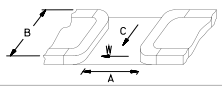
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

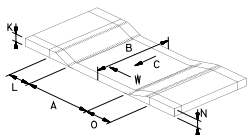
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	38	(IN)	
*	C	6.00	(%)	
*	D	4.20	(%)	
	E	8.10	(%)	
*	F	7.70	(%)	
*	G	6.40	(%)	
	H	7.50	(%)	
*	I	5.10	(%)	
*	J	75	(IN)	
	K	5	(IN)	
	L	51	(IN)	
*	M	90	(IN)	
	N	4	(IN)	
	O	73	(IN)	
*	P	58	(IN)	
*	Q	0.20	(%)	
*	R	1.60	(%)	
*	S	0.90	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.70	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.70	(%)	
*	EE	3.40	(%)	

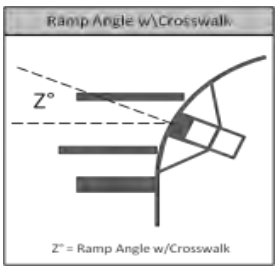
DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	5.00	(%)

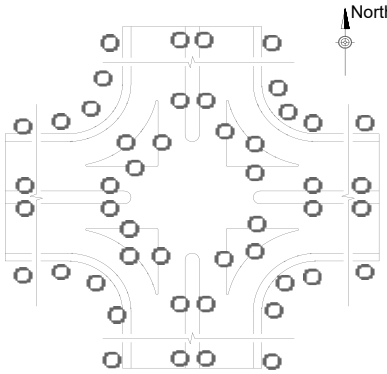
C-06-101-60000-LYNFORDSt-KNORRSt-LYNFORDSt-KNORRSt-2023-07-10-7-Type1

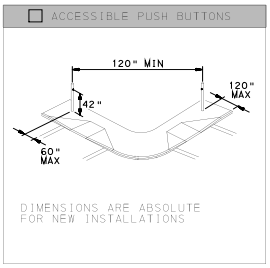
▲ **NOTE: If additional space for typed comments is required, please use**

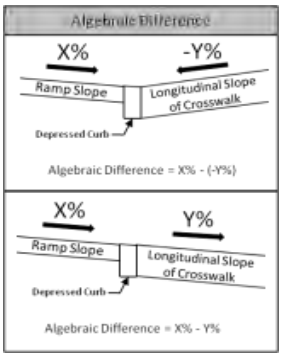
KNORR ST & LYNFORD ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.30	%	1.20	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		29	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	2	2	No comment noted		
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				
*North Leg	LYNFORD	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	LYNFORD	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





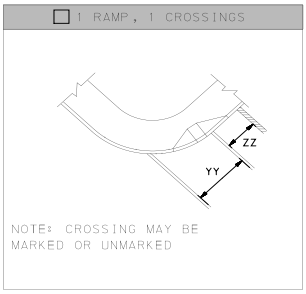


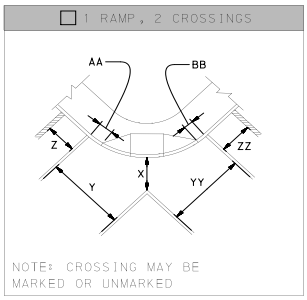


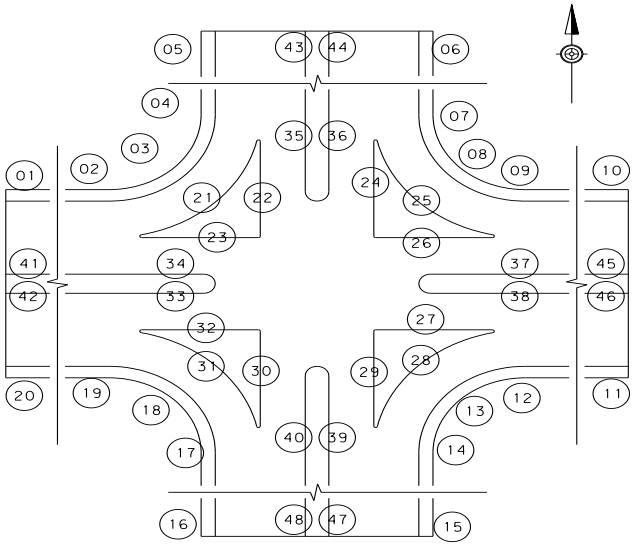
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-LYNFORDSt-KNORRSt-LYNFORDSt-KNORRSt-2023-07-10-7-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



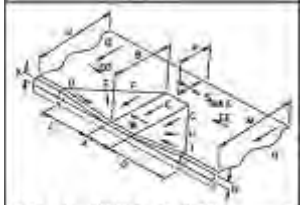




pennsylvania
DEPARTMENT OF TRANSPORTATION

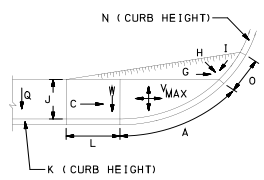
KNORR ST & LYNFORD ST, PennDOT Location ID # 7

☐ TYPE 1



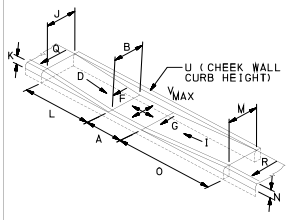
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



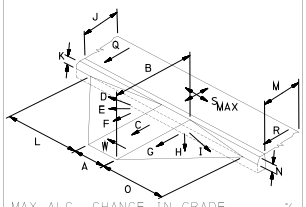
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



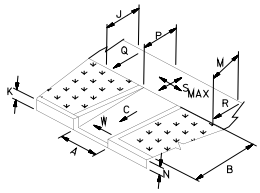
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



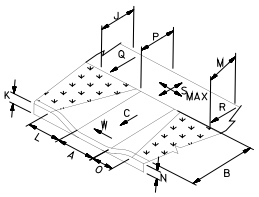
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



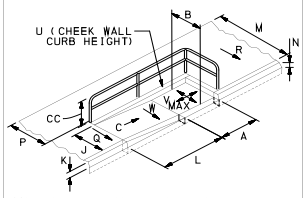
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



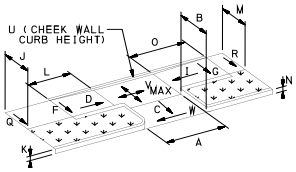
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



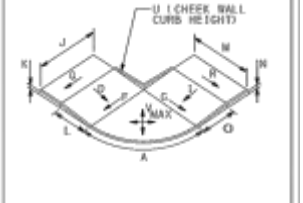
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



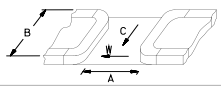
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

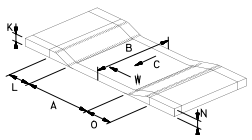
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	38	(IN)	
*	C	6.00	(%)	
*	D	4.20	(%)	
	E	8.10	(%)	
*	F	7.70	(%)	
*	G	6.40	(%)	
	H	7.50	(%)	
*	I	5.10	(%)	
*	J	75	(IN)	
	K	5	(IN)	
	L	51	(IN)	
*	M	90	(IN)	
	N	4	(IN)	
	O	73	(IN)	
*	P	58	(IN)	
*	Q	0.20	(%)	
*	R	1.60	(%)	
*	S	0.90	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.70	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.70	(%)	
*	EE	3.40	(%)	

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	5.00	(%)

C-06-101-60000-LYNFORDSt-KNORRSt-LYNFORDSt-KNORRSt-2023-07-10-7-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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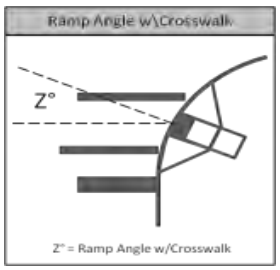
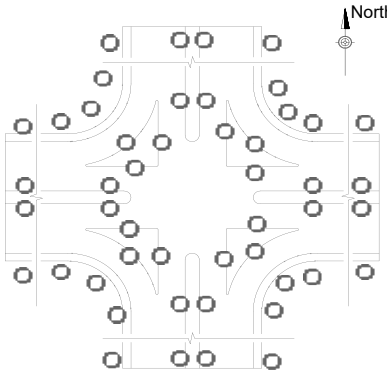
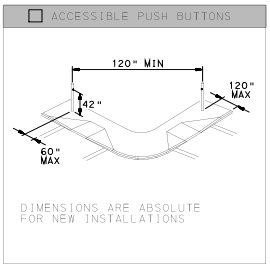
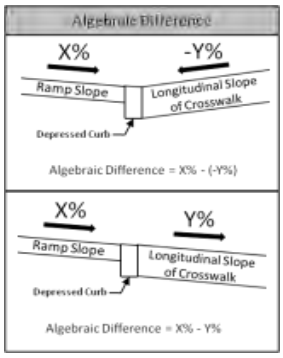
KNORR ST & OAKLAND ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.70	%	0.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		19	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		1	3			
*Ramp Location (Use Figure Below)			04			
*Curb Ramp Type	Type 1					
*North Leg	OAKLAND	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	OAKLAND	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





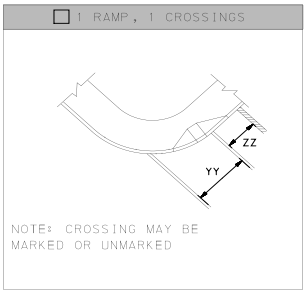


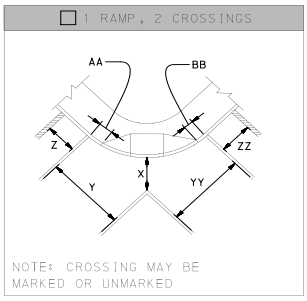


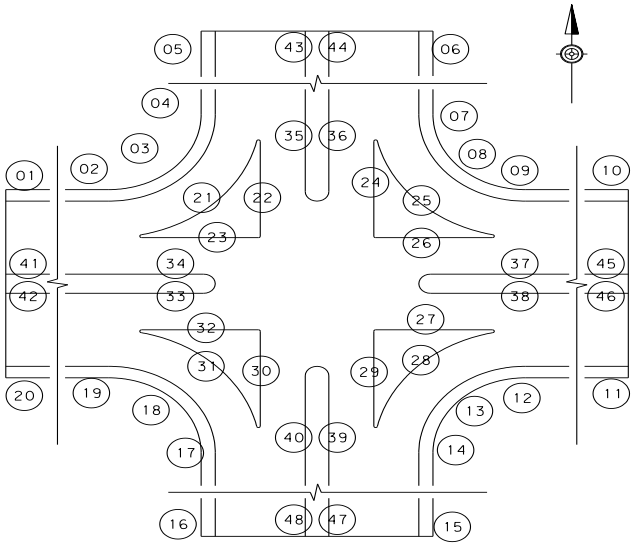
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-OAKLANDSt-KNORRSt-OAKLANDSt-KNORRSt-2023-07-10-4-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



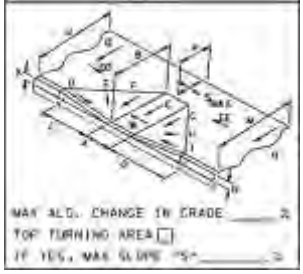




pennsylvania
DEPARTMENT OF TRANSPORTATION

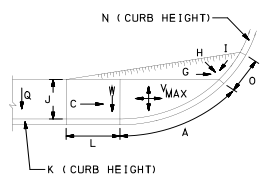
KNORR ST & OAKLAND ST, PennDOT Location
ID # 4

☐ TYPE 1



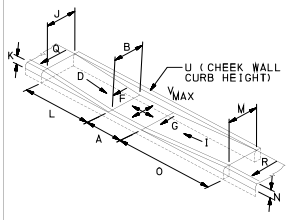
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



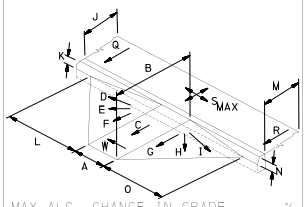
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



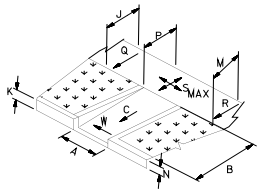
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



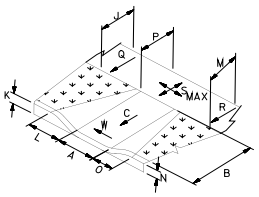
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



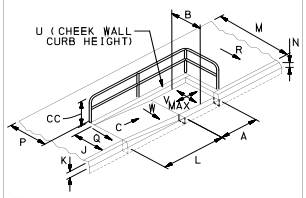
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



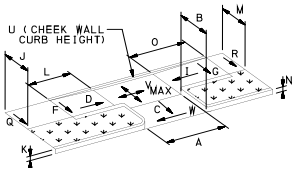
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



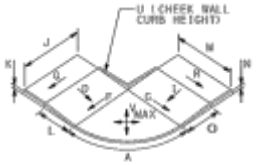
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



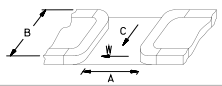
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

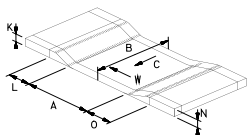
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	35	(IN)	
*	C	4.20	(%)	
*	D	5.40	(%)	
	E	5.90	(%)	
*	F	4.90	(%)	
*	G	4.20	(%)	
	H	5.80	(%)	
*	I	5.40	(%)	
*	J	90	(IN)	
	K	2	(IN)	
	L	47	(IN)	
*	M	90	(IN)	
	N	4	(IN)	
	O	50	(IN)	
*	P	53	(IN)	
*	Q	1.40	(%)	
*	R	1.70	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.80	(%)	
*	EE	3.30	(%)	

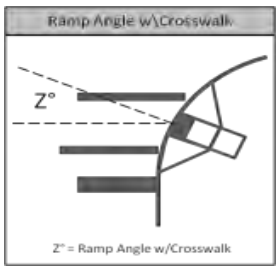
DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	3.60 (%)

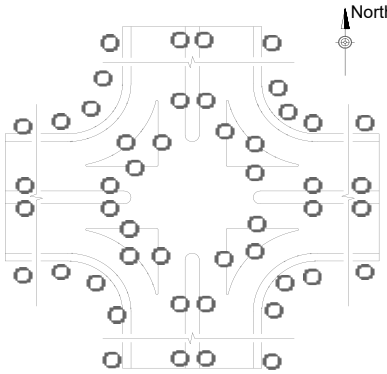
C-06-101-60000-OAKLANDSt-KNORRSt-OAKLANDSt-KNORRSt-2023-07-10-4-Type1

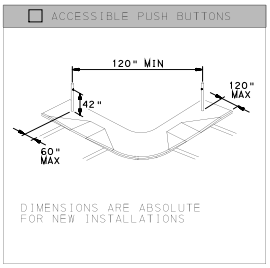
▲ **NOTE: If additional space for typed comments is required, please use**

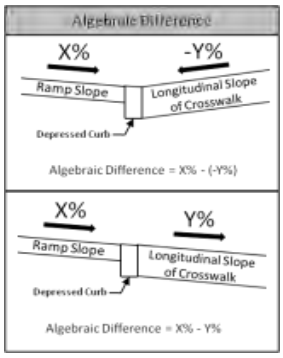
KNORR ST & OAKLAND ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	07	10	
Designer 1	Bryan Fleming JJA			
Designer 2	Randy Kravitz TPD			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	State Route			
Photo Log Number	N/A			
Number of Photos	0			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Grate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type	PolCom			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.00	%	0.30	%
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	13	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:		
ECMS #		Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	2	3		
*Ramp Location (Use Figure Below)		07		
*Curb Ramp Type	Type 1			
*North Leg	OAKLAND	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	KNORR	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	OAKLAND	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	KNORR	(segment)	(offset)	
*West Leg Desc.	St			
Ramp Coordinates	Latitude			
	Longitude			





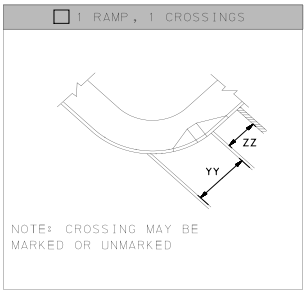


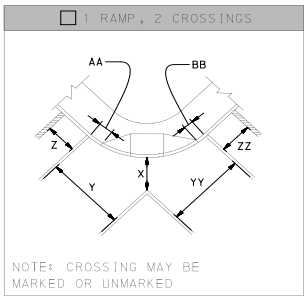


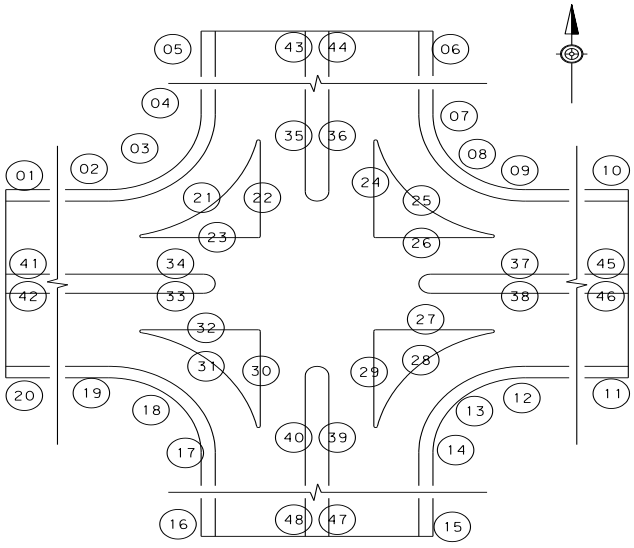
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-OAKLANDSt-KNORRSt-OAKLANDSt-KNORRSt-2023-07-10-7-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



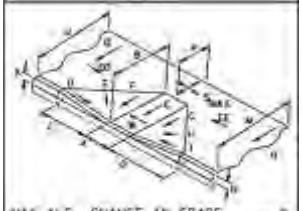




pennsylvania
DEPARTMENT OF TRANSPORTATION

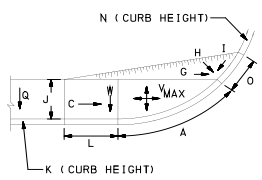
KNORR ST & OAKLAND ST, PennDOT Location
ID # 7

☐ TYPE 1



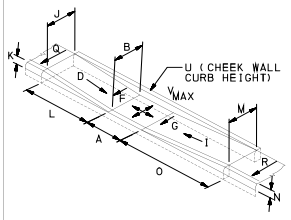
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



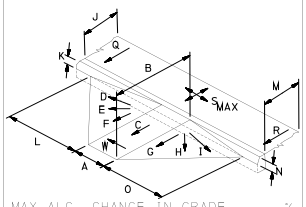
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



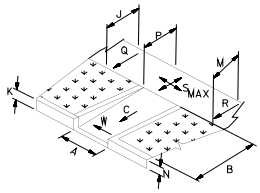
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



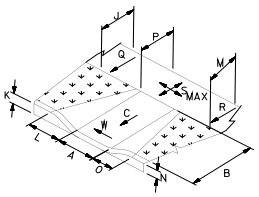
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



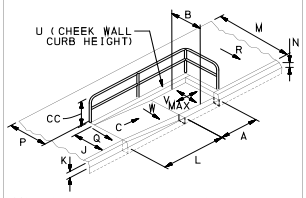
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



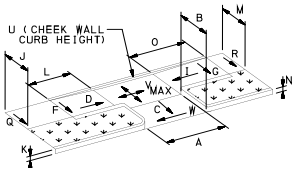
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



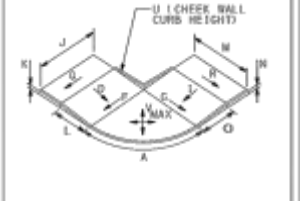
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



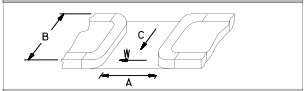
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

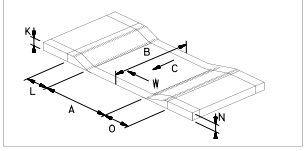
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	42	(IN)	
*	C	7.70	(%)	
*	D	8.50	(%)	
	E	9.50	(%)	
*	F	8.30	(%)	
*	G	5.50	(%)	
	H	8.00	(%)	
*	I	8.00	(%)	
*	J	90	(IN)	
	K	4	(IN)	
	L	37	(IN)	
*	M	90	(IN)	
	N	4	(IN)	
	O	44	(IN)	
*	P	59	(IN)	
*	Q	1.30	(%)	
*	R	0.30	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.90	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.40	(%)	
*	EE	1.40	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-OAKLANDSt-KNORRSt-OAKLANDSt-KNORRSt-2023-07-10-7-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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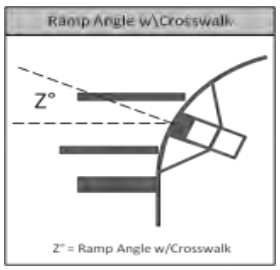
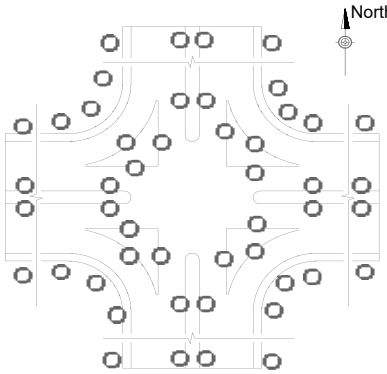
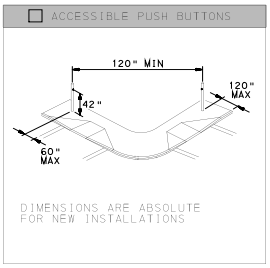
DEPARTMENT OF TRANSPORTATION

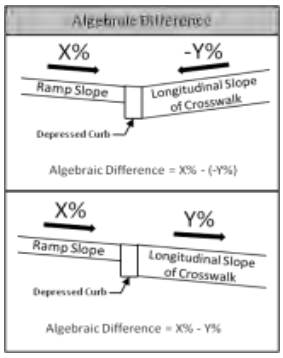
KNORR ST & OAKLAND ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.70	%	1.60	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		19	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	3	3			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 1				
*North Leg	OAKLAND	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	OAKLAND	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-OAKLANDSt-KNORRSt-OAKLANDSt-KNORRSt-2023-07-10-17-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

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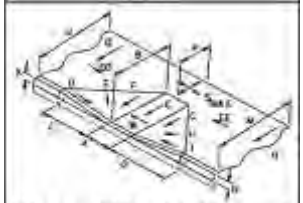
DEPARTMENT OF TRANSPORTATION

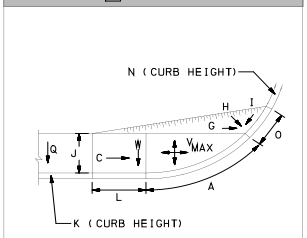
KNORR ST & OAKLAND ST, PennDOT Location
ID # 17

☐ TYPE 1



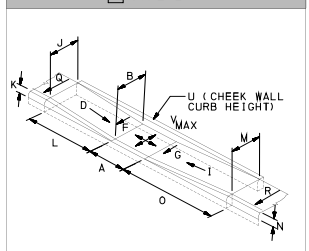
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 1A



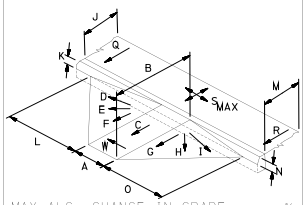
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



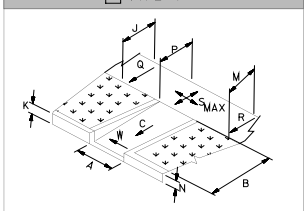
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



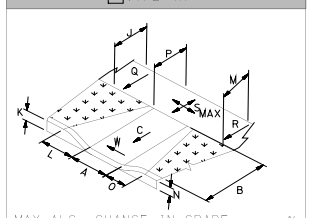
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 4



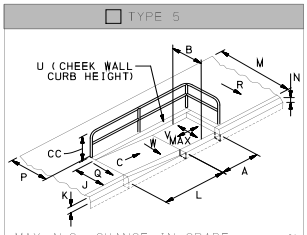
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 4A



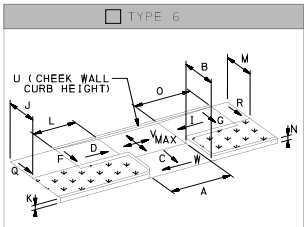
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 5



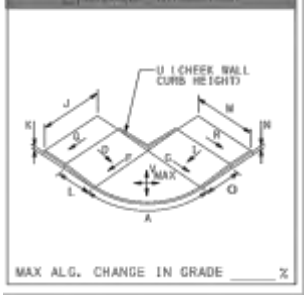
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DESIGN TRANSITION



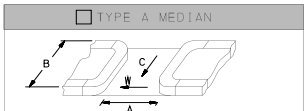
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

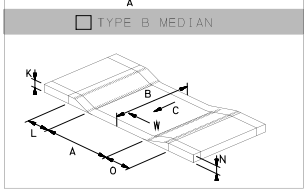
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	51	(IN)	
*	C	5.10	(%)	
*	D	5.00	(%)	
	E	6.70	(%)	
*	F	5.50	(%)	
*	G	5.60	(%)	
	H	5.10	(%)	
*	I	3.50	(%)	
*	J	90	(IN)	
	K	4	(IN)	
	L	49	(IN)	
*	M	90	(IN)	
	N	2	(IN)	
	O	48	(IN)	
*	P	58	(IN)	
*	Q	1.50	(%)	
*	R	0.70	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.90	(%)	
*	EE	0.90	(%)	
	DWS Transition Strip	YES		
	DWS Transition Strip Slope (FF)	5.00	(%)	

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KNORR ST & OAKLAND ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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KNORR ST & OAKLAND ST, PennDOT Location ID # 17

Additional Explanation #1

Additional Explanation #2

Additional Explanation #3

Additional Explanation #4

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0

Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

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Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)

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Instructions

The District 6 Curb Ramp Design Form (CS-4401 Design, District 6) will be used for the design of all curb ramps in District 6 to ensure compliance with PENNDOT standards. The use of this form is required for to be constructed curb ramps. A thorough and rigorous review of the design for each curb ramp will be completed to ensure compliance with PENNDOT Standard RC-67M. The slopes indicated in RC-67M are absolute maximum slopes. Only slopes that are equal to or less than the indicated slopes are acceptable. When fully meeting the RC-67M standards is "Technically Infeasible", the curb ramp must be designed to the maximum extent feasible to provide handicap access. See Publication 13M - Design Manual 2, Chapter 6 for additional information on Technically Infeasible.

When used in the design phase, this form and corresponding plans will document all pertinent values and serve as a record that PENNDOT has reviewed the design. Based on the information provided in the CS-4401 and corresponding plans, the ramp will be classified as EITHER Meeting RC-67M or Technically Infeasible. If a ramp is Technically Infeasible then the Technically Infeasible Form (TIF) must be submitted with the CS-4401 and corresponding plans. PENNDOT will then review the TIF to determine if the ramp has been designed to provide access to the maximum extent feasible within the scope of the work for project. PENNDOT will review the investigated alternatives as submitted in the TIF and determine that the best possible solution was chosen and that no other design alternatives, as noted in the TIF or otherwise, within the scope of work for the project exists. Approval for all Technically Infeasible ramps will come from both the District ADA Coordinator and Assistant District Engineer by signing the Technically Infeasible Form (TIF).

INSTRUCTIONS
Before you Begin:
The electronic file is delivered in Excel 97-2003 Workbook *.xls format. When saving the file, use Excel format with a *.xls extension. Do not use a different file format. This file is compatible with Microsoft Excel 2007 and later. It is compatible with 32 bit and 64 bit computers.

The following tabs are included in the form:
Tab 1. Inspection Form
Tab 2. Inspection Form Continued
Tab 3. Pictures
Tab 4. Additional Explanation
Tab 5. Instructions

TAB 1 – INSPECTION FORM
All "blue filled" cells require information to be entered. Many cells have a drop down selection with a header.
The header is used for filling out a printed version. The header must be changed to the appropriate selection.
For example: "☐ No ☐ Yes" would be the header. Either "No" or "Yes" must be selected.

Date of Design
Enter the year, month, and day of the investigation (format yyyy dd mm).

Designer 1 & 2
Insert the name(s) of the individuals responsible for the design.

Engineering District Code
Insert the engineering district code.

County Name
Insert the appropriate county. (The county code will automatically fill in once the appropriate county is selected).

Municipality Name
Insert the appropriate municipality name.
(The municipality code will automatically fill in once the appropriate municipality name is entered).

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Instructions

Construction Phase
Select the appropriate status of the curb ramp being investigated.
☐ Constructed. Select this phase for ramps that are to be newly constructed curb ramps.
☐ Existing-Survey. Select this phase for documenting existing curb ramps.
☐ Missing. Select this phase for documenting missing curb ramps.

Ramp Crosses
Select what type of roadway the ramp crosses and or services.

Photo Log Number
Manually insert a photo log number with approximate time the photo was taken.

Number of Photos
Enter the number of photos.

Ramp Surface
Select ramp surface type (brick, concrete or other). If “other”, manually insert the surface type in the cell immediately to the right of the surface type.

Surface Stable, Firm, and Slip Resistant
Indicate if the curb ramp surface is stable, firm, and slip resistant.

Elevation Differences > ¼”
Indicate if any vertical elevation differences between sections of sidewalk found anywhere on the curb ramp that are greater than 1/4” exist. If vertical elevation differences exist, measure to the nearest 1/16 of an inch. For example, if measured 1/2” enter “8” (8/16) on the form, or if measured 2” enter 32 (32/16) in the form.

Grate Openings or Gaps > ½”
Indicate if any grate openings or gaps greater than 1/2” are located within the immediate pedestrian path. If horizontal gaps exist, measure to the nearest 1/16 of an inch. For example, if measured 1/2” enter “8” (8/16) on the form, or if measured 2” enter 32 (32/16) on the form.

Utilities in Path of Travel
Indicate if there are any utilities that obstruct the path of travel.

Water Ponding in Path of Travel
Indicate if any water ponding exists within the travel path of the curb ramp.

Detectable Warning Surface (DWS)
Indicate if a detectable warning surface is to be used.

DWS Type
If “Yes” is answered in previous question, indicate what type of DWS will be used. If “Other”, fill in cell to the right to indicate what type of DWS is being used.

Pedestrian Crossings
Indicate if a pedestrian crossing exists. If a pedestrian crossing does not exist, a curb ramp is not needed. The crossing may be marked or unmarked. If “Yes”, the cell to the right will become highlighted with blue fill, requiring it to be completed.
☐ single ramp with a single cross walk.
☐ single ramp with a double cross walk.

Ramp Leads to Accessible Path
Indicate if the ramp leads to an accessible path, such as a sidewalk or a pedestrian pushbutton.

Crossing Control Type
Indicate the type of vehicular traffic control device/measure at the pedestrian crossing.
STOP/YIELD - If a stop or yield sign is installed or traffic is controlled by a stop or yield condition (i.e. Driveway).
UNCONTROLLED - If vehicular traffic is not controlled by a traffic control device at the pedestrian crossing.
TRAFFIC SIGNAL - If vehicular traffic is controlled by a Traffic Signal at the pedestrian crossing.
MIDBLOCK - If the pedestrian crossing is at a mid block crossing.

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Instructions

Longitudinal/Cross slope in Front of Ramp
Manually insert the longitudinal and cross slope values (as a percentage) in the appropriate cells. The longitudinal slope is equal to the slope parallel to the direction of the ramp (in the street); the cross slope is equal to the slope perpendicular to the direction of the ramp (in the street).

For a pedestrian crossing where vehicles operate without a yield or stop condition (**UNCONTROLED** and **TRAFFIC SIGNAL**) and at midblock pedestrian street crossings (**MIDBLOCK)**, the cross slope in front of the ramp shall be permitted to equal the street or highway profile grade. For pedestrian crossings where vehicles operate with a yield or stop condition (**STOP/YIELD**), the maximum cross slope in front of the ramp is 2% for a compliant design. If a compliant cross slope cannot be provided in front of the ramp, for crossings with a stop or yield condition, a TIF will need to be submitted.

Ramp Angle with Crosswalk
Manually insert the angle of the ramp to the crosswalk (in degrees). It is preferred that the angle is 20 degrees or less. If the angle is greater than 20 but less than 45, provide a brief explanation in the box below justifying the angle. If the angle is greater than or equal to 45 degrees then it is considered that a turning maneuver is being made in the street. A turning maneuver in the street requires a minimum 4' x 4', 2% max slope(longitudinally and the cross slope) turning area. If the turning area does not meet all of the requirements listed above, then the ramp does not meet RC-67M and is considered Technically Infeasible. A Technically Infeasible Form(TIF) is required. Submit the TIF form with proper justification why this cannot be achieved to meet RC-67M. Show on the plan the turning area at the bottom of the ramp in the street.

Turning Maneuver in Street
Indicate if pedestrians must perform turning maneuvers in the street. If “Yes”, a landing is required in the street.

Turning Maneuver at Top of Ramp (Smax)
Indicate if pedestrians must perform turning maneuvers at the top of the ramp. If “Yes”, Smax is required.

ECMS # (if applicable)
Manually insert the ECMS # for the project that altered the curb ramp.

Algebraic Δ Grade (Algebraic Change in Grade)
Manually insert the maximum algebraic change between the ramp slope and roadway slope (as a percentage). See the diagram on Sheet 01 - Inspection Form.

Intersection Ramp # of #
Manually enter the number for the ramp being investigated followed by the total number of ramps being investigated at the intersection. For example, if the ramp at the intersection of Ramp “X” of “Y” is being investigated, “Y” is the total number of the ramps at the intersection and “X” is the number assigned to the specific ramp being investigated.

Ramp Location
Using the intersection figure shown, select the appropriate button for which the investigated curb ramp is located.

North Leg/North Leg Description
Include the name of the roadway (if applicable) for the northbound roadway. Then directly below that cell, indicate the type of roadway (state route, boulevard, road, street, etc.). If the roadway is a state route number (format: 0000), also include the Segment # (format: 0000) and Offset # (format: 0000) of the intersection. If the roadway is a local road, include the name of the local road and description. Complete this for all legs of the intersection.

	North Leg	Description	Segment	Offset
Example 1:	00016	SR	0010	0020
Example 2:	Oak	ST	n/a	n/a

Ramp Type
Indicate the type of ramp being investigated. Depending on curb ramp type, complete all of the required dimensions on Tab 2 – Inspection Form Continued. Each cell is color-coded to indicate whether the information entered meets RC-67M. If data is entered and the cell becomes highlighted with green fill, the data meets RC-67M. If the cell becomes highlighted with red fill, the data does not meet RC-67M. If the cell becomes highlighted with yellow fill, the data does not match RC-67M but may be due to tie-ins with the existing site. The chart located to the right of the data entry form indicates the minimum measurement requirements (compliance check).

Insert the Latitude and Longitude for each Curb Ramp. Convert to Degrees. Provide a minimum of 5 decimal places for accuracy.
For Example - N40° 06’ 16.08” = 40.10447° and W 75° 23’ 58.11” = -75.39948°. The program will not allow you to enter a value outside of the geographical area of District 6.

Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work
A minimum 4'-0" Pedestrian Access Route(PAR) must be maintained within the limit of work. If this requirement is not met then a Technically Infeasible Form (TIF) must be submitted with the CS4401 and the ramps leading to and from the constrained PAR are considered non-compliant and are Technically Infeasible.

The width of the PAR is defined as the width of walkway between two obstructions. This would include flares with slopes greater than 8.3%, utility/street light poles, traffic signal poles and equipment, signs, buildings, street furniture and other unwalkable areas.

A PAR less than 4' but not less than 3' is acceptable if it is not within the slope of work for the project to relocate the obstructions. If the PAR is less than 3' and it is not within the scope of work for the project to relocate the obstruction then the ramp is considered not accessible from that approach. Select NO for Ramp Leads to Accessible Path. See Ramp Leads to Accessible Path above.

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Instructions

Pedestrian Push Buttons Accessibility and Compliance
Indicate if pedestrian push buttons are accessible and compliant as defined below.

1. A push button is considered accessible if it is:
   (a) Adjacent to and can be activated from a firm and stable surface.

2. A push button is considered compliant if it is:
   (a) Adjacent to a level, non-slip surface to provide access from a wheelchair, and where there is a non-slip wheelchair accessible route to the ramp.
   (b) A MIN 4' x 4' area in front of the push button is provided and
      (i) If a turning movement is required in order to activate the push button and then get to the ramp, the max slope (longitudinal and cross slope) in the 4' x 4' area in front of the push button is 2%
      (ii) If a turning movement is NOT required and the pedestrian/wheelchair is only expected to move forward or parallel from button (not turning), the 2% max slope is preferred but not required. Entire 999 and complete in the Comment Cell the reason why a turning movement is not required.
   (c) Within 5'-0" of the crosswalk extended
   (d) Between 1'-6" and 10'-0" of the edge of the curb, shoulder or pavement
   (e) Parallel to the crosswalk to be used
   (f) Mounted 42" above the sidewalk or finished grade to the center of the pushbutton and 10" MAX laterally from landing

☐**Not Accessible** - The existing or proposed push button is not accessible. Submit a technically infeasible form (TIF)
☐**Accessible and Non-Compliant** - The existing or proposed push button is accessible. However, it does not meet all of the requirements for compliance as noted above. Submit a technically infeasible form (TIF)
☐**Accessible and Compliant** - The existing or proposed push button is accessible and meets all of the requirements for compliance as noted above.
☐**N/A** - There are no existing or proposed push buttons for this crossing.

Sketch
Not used in Design.

Asset #
The Asset number will be automatically completed as information is entered into the data entry form.

Status
Not used in Design.

Archive Ramp at location #
Not used in Design.

Level of Service
Indicate the level of service, as designed:
☐ Meets RC-67M
☐ Technically Infeasible; Provides Maximum Access (TIF)

TAB 2 – INSPECTION FORM CONTINUED
Indicate the type of ramp being investigated using the curb ramp diagrams. Depending on curb ramp type, complete all of the required dimensions “A” through “EE” and the DWS transition strip values. Each cell is color-coded to indicate whether the information entered meets RC-67M. Use “999” for measurements that are not applicable.

TAB 3 - PICTURES TAB
Click on the “insert button #” button to insert the appropriate picture.

TAB 4 - ADDITIONAL EXPLANATION TAB (IF APPLICABLE)
If additional space is needed to further explain the reasoning behind a certain element but completing a Technically Infeasible Form (TIF) is not required use this area to explain the methodology behind the design as submitted.
Examples -
(a) Additional room is need to explain why the ramp angle exceeds 20 degrees.
(b) The longitudinal (running) slope of the sidewalk transition exceeds the 5% maximum allowed per DM2 Chapter 6 but is less than 8.33% maximum for a ramp slope.
(c) The form is filled out for a Type 1 ramp but there is a greenstrip or other unwalkable surface in which the flare slope can exceed 10% and a 2' rolled concrete flare will be used.

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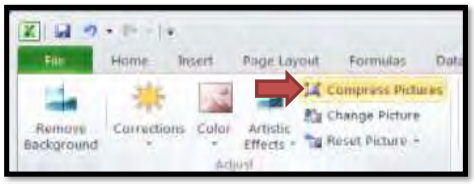
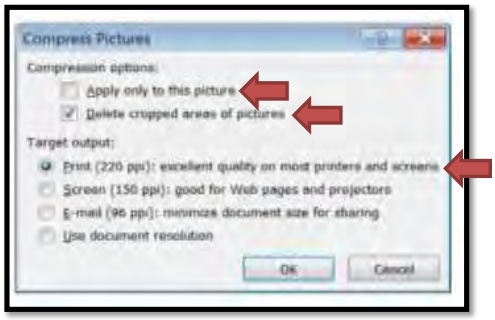
Instructions

TAB 5 - INSTRUCTIONS
Use this tab as a quick reference to the instructions.

SUBMISSION
Perform the following for submission.

Reduce Image Size
To keep file size to a minimum, select a picture:
1. Click on one of the images that were inserted on Tab 03 - Pictures.
2. Click "Format" under the "Picture Tools" Ribbon.
3. In the Ribbon, click "Compress Pictures"
4. In the "Compress Pictures" Window select the options as noted below and click "OK".





Save File
When saving the file, use Excel 2007 and later format with a *.xls extension. Do not use a different file format. If all the cells are not completed, a warning message will appear. The work has been saved, but the file is not complete. Fill in remaining cells and resave.

Send file to District ADA Coordinator
Upon approval of the curb ramp designs, submit files including the approved plans of the ADA designs, in PDF format, the CS-4401 Design, District 6 Form in Excel 2007 and later format and the Technically Infeasible Form (TIF) in Excel 2007 and later format to District 6 ADA Coordinator on a compact disc. Incomplete submissions will be returned.

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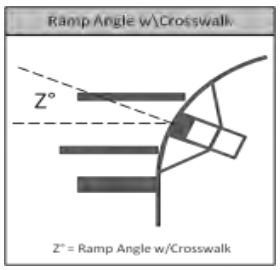
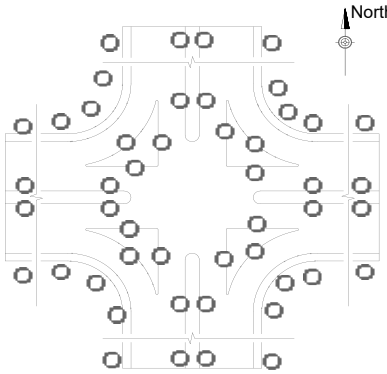
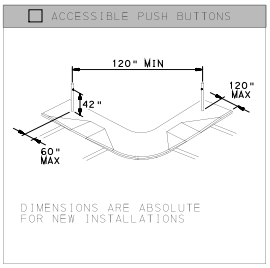
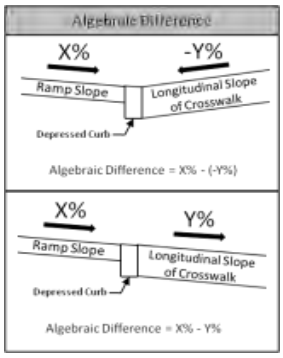
KNORR ST & OXFORD AVE, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	4.60	%	0.60	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	2.7		
Intersection Ramp # of #	1	2			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				
*North Leg	OXFORD	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	OXFORD	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





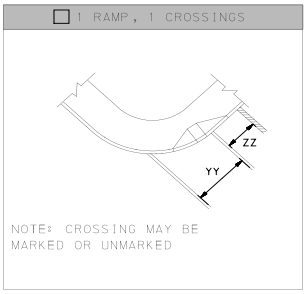


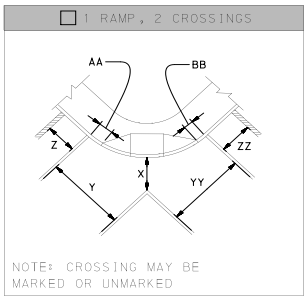


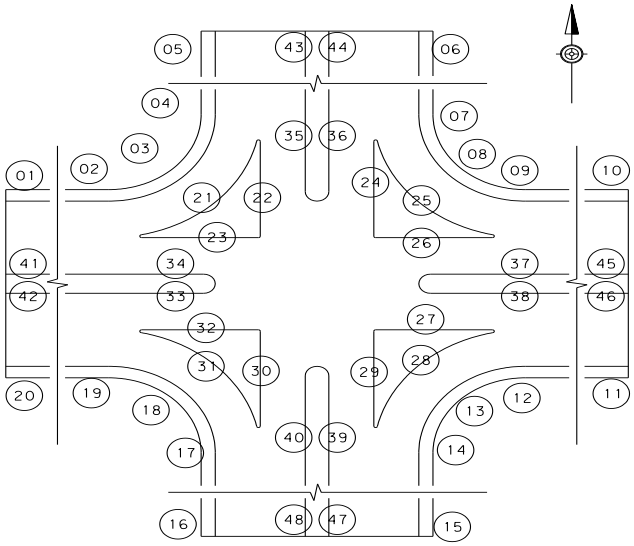
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-OXFORDAve-KNORRSt-OXFORDAve-KNORRSt-2023-07-10-2-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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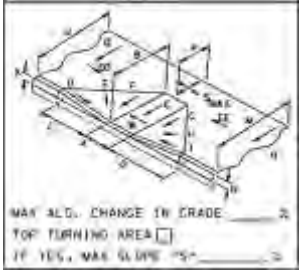
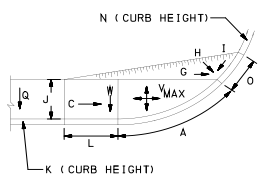
KNORR ST & OXFORD AVE, PennDOT Location
ID # 2

☐ TYPE 1



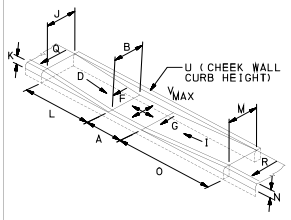
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



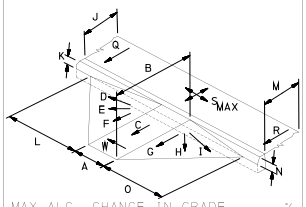
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



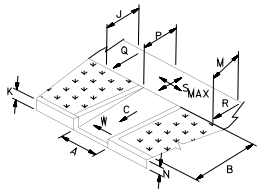
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



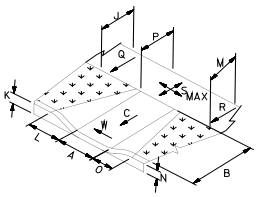
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



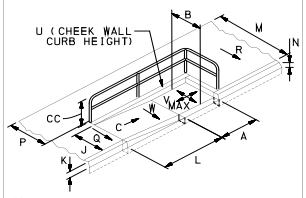
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



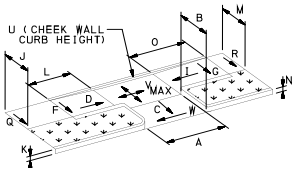
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



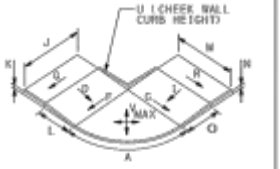
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 6 INVERTED



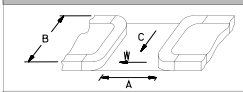
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

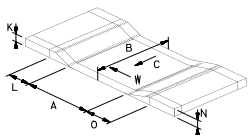
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	59	(IN)	
*	C	6.50	(%)	
*	D	5.70	(%)	
	E	6.10	(%)	
*	F	2.30	(%)	
*	G	5.00	(%)	
	H	5.10	(%)	
*	I	5.00	(%)	
*	J	60	(IN)	
	K	3	(IN)	
	L	38	(IN)	
*	M	60	(IN)	
	N	2	(IN)	
	O	40	(IN)	
*	P	51	(IN)	
*	Q	2.00	(%)	
*	R	0.80	(%)	
*	S	1.30	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.80	(%)	
*	EE	2.80	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)	5.00	(%)

C-06-101-60000-OXFORDAve-KNORRSt-OXFORDAve-KNORRSt-2023-07-10-2-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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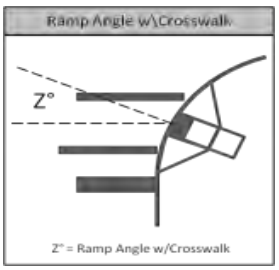
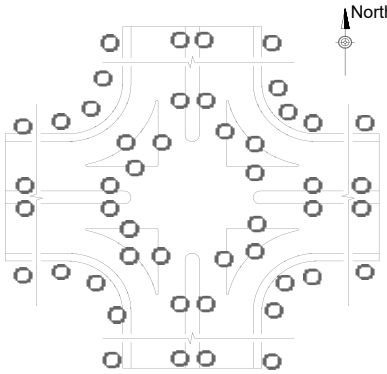
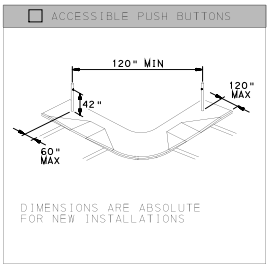
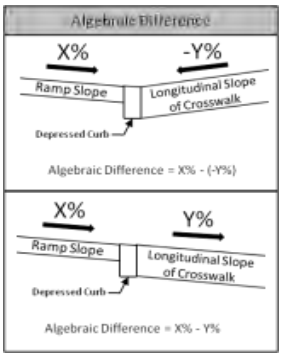
KNORR ST & OXFORD AVE, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.00	%	2.00	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		30	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	1.5			
Intersection Ramp # of #	2	2	Comments not recorded			
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	OXFORD	(segment)	(offset)			
*North Leg Desc.	Ave					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	OXFORD	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





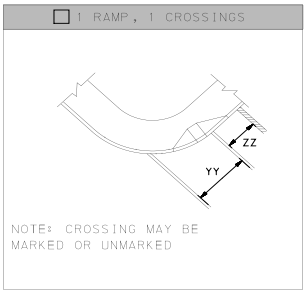


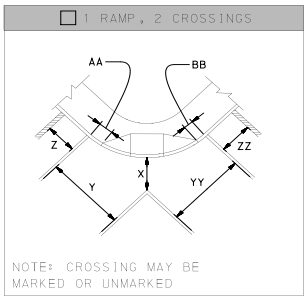


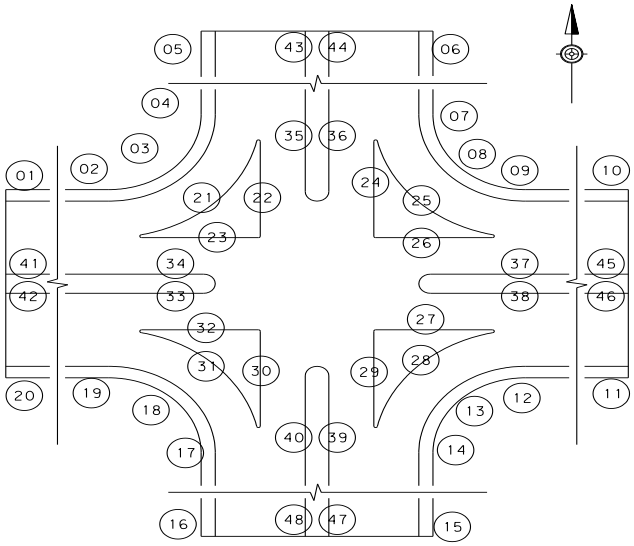
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-OXFORDAve-KNORRSt-OXFORDAve-KNORRSt-2023-07-10-19-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



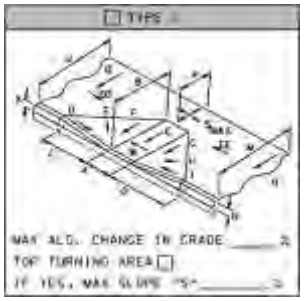




pennsylvania
DEPARTMENT OF TRANSPORTATION

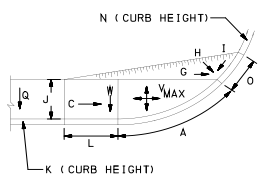
KNORR ST & OXFORD AVE, PennDOT Location
ID # 19

☐ TYPE 1



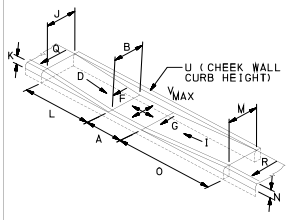
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



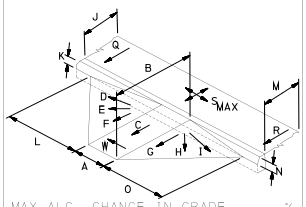
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



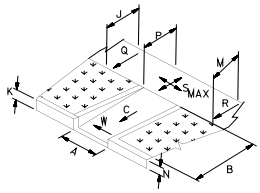
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



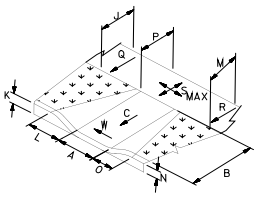
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



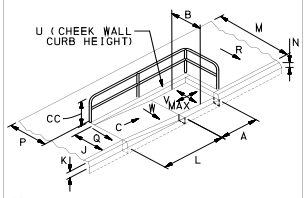
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



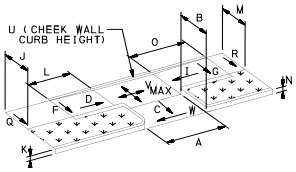
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



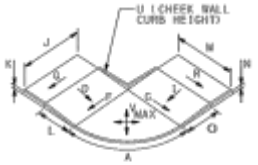
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



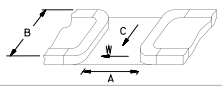
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

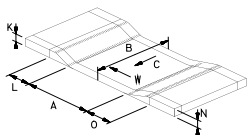
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	39	(IN)	
*	C	3.60	(%)	
*	D	6.20	(%)	
	E	5.20	(%)	
*	F	4.70	(%)	
*	G	3.30	(%)	
	H	2.60	(%)	
*	I	2.60	(%)	
*	J	100	(IN)	
	K	4	(IN)	
	L	26	(IN)	
*	M	85	(IN)	
	N	2	(IN)	
	O	81	(IN)	
*	P	48	(IN)	
*	Q	0.80	(%)	
*	R	2.10	(%)	
*	S	0.90	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.60	(%)	
*	EE	0.20	(%)	

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	1.90	(%)

C-06-101-60000-OXFORDAve-KNORRSt-OXFORDAve-KNORRSt-2023-07-10-19-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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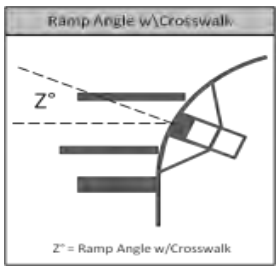
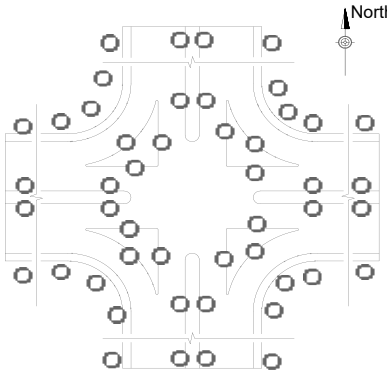
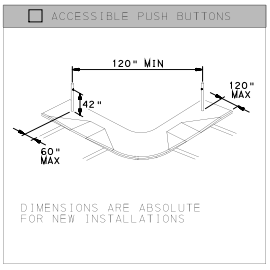
DEPARTMENT OF TRANSPORTATION

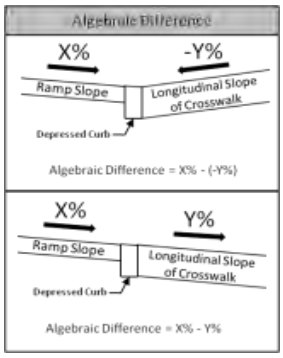
KNORR ST & REVERE ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.80	%	1.80	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		18	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		2	4			
*Ramp Location (Use Figure Below)			07			
*Curb Ramp Type	Type 1					
*North Leg	REVERE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	REVERE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





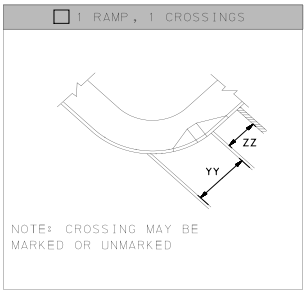


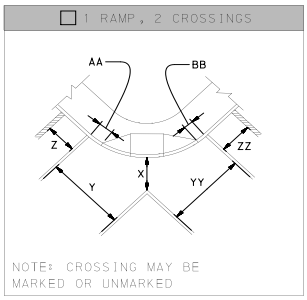


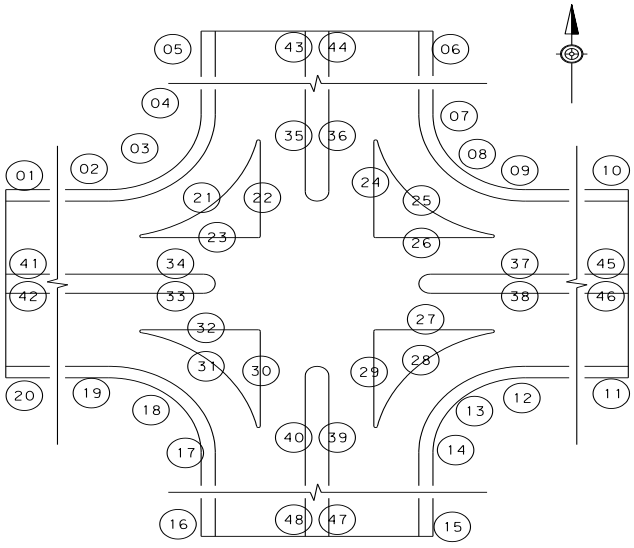
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-REVERESt-KNORRSt-REVERESt-KNORRSt-2023-07-10-7-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



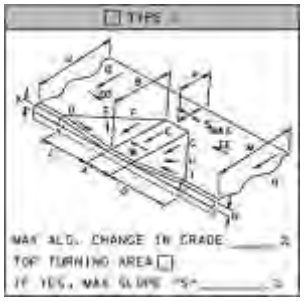




pennsylvania
DEPARTMENT OF TRANSPORTATION

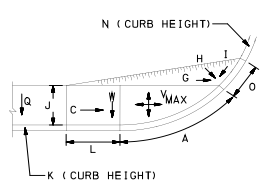
KNORR ST & REVERE ST, PennDOT Location ID # 7

☐ TYPE 1



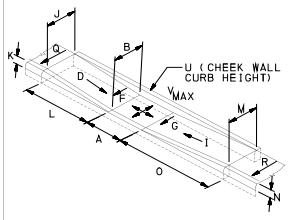
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



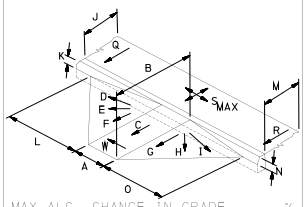
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



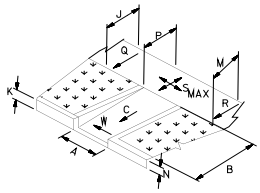
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



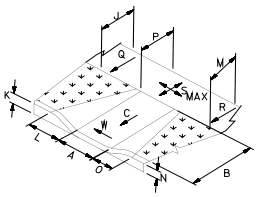
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



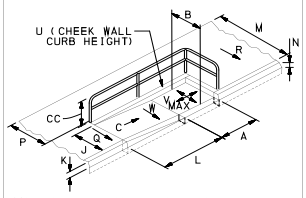
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



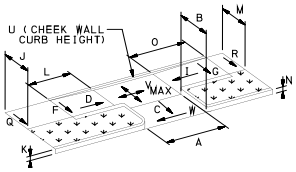
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



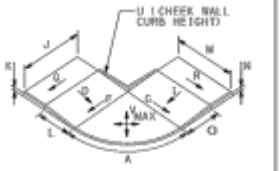
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



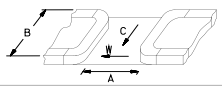
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

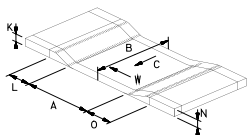
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	43	(IN)
*	C	5.60	(%)
*	D	8.10	(%)
	E	7.50	(%)
*	F	7.00	(%)
*	G	3.80	(%)
	H	3.60	(%)
*	I	1.60	(%)
*	J	60	(IN)
	K	2	(IN)
	L	45	(IN)
*	M	60	(IN)
	N	2	(IN)
	O	46	(IN)
*	P	50	(IN)
*	Q	1.60	(%)
*	R	1.60	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.70	(%)
*	EE	0.60	(%)

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	4.90 (%)

Comments ▲

not applicable

▲ **NOTE: If additional space for typed comments is required, please use**

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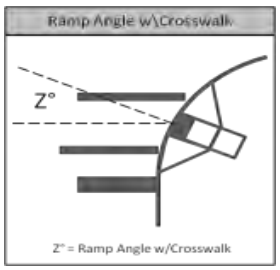
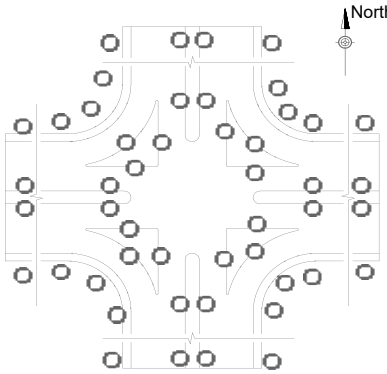
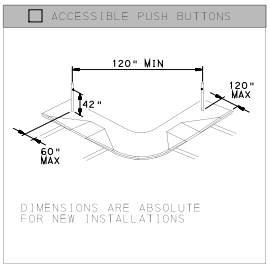
DEPARTMENT OF TRANSPORTATION

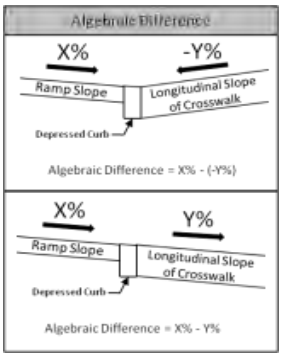
KNORR ST & REVERE ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	0.60	%	0.90	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		18	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	3	4			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg	REVERE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	REVERE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





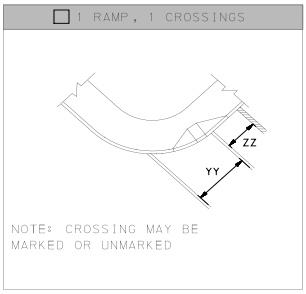


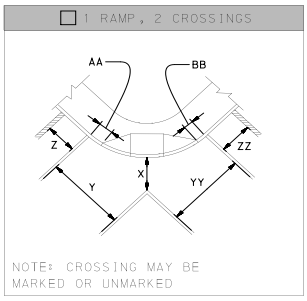


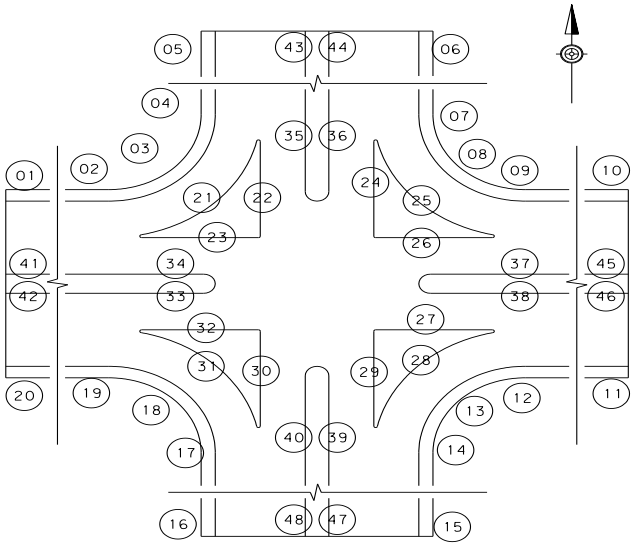
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-REVERESt-KNORRSt-REVERESt-KNORRSt-2023-07-10-14-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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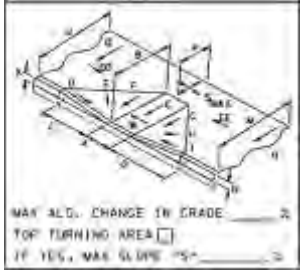
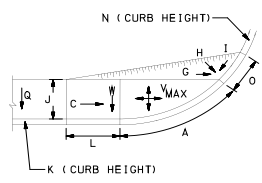
KNORR ST & REVERE ST, PennDOT Location ID # 14

☐ TYPE 1



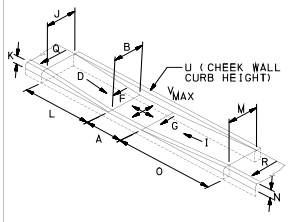
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



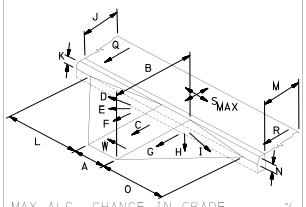
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



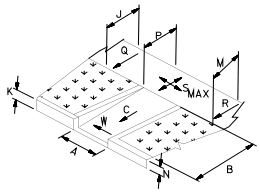
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



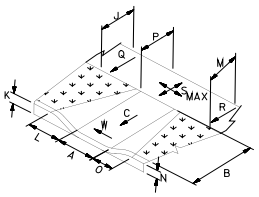
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



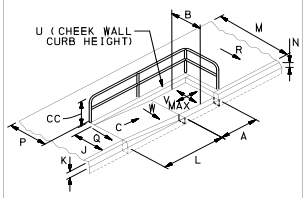
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



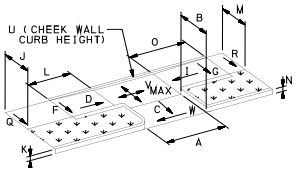
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



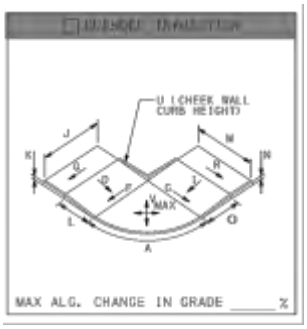
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



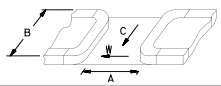
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

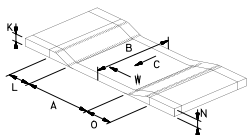
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	33	(IN)
*	C	5.80	(%)
*	D	1.50	(%)
	E	4.00	(%)
*	F	5.40	(%)
*	G	7.00	(%)
	H	9.70	(%)
*	I	7.50	(%)
*	J	60	(IN)
	K	2	(IN)
	L	46	(IN)
*	M	60	(IN)
	N	2	(IN)
	O	49	(IN)
*	P	51	(IN)
*	Q	1.30	(%)
*	R	0.90	(%)
*	S	1.10	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.30	(%)
*	EE	4.90	(%)

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments ▲

C-06-101-60000-REVERESt-KNORRSt-REVERESt-KNORRSt-2023-07-10-14-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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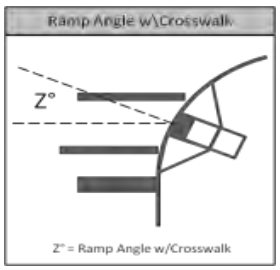
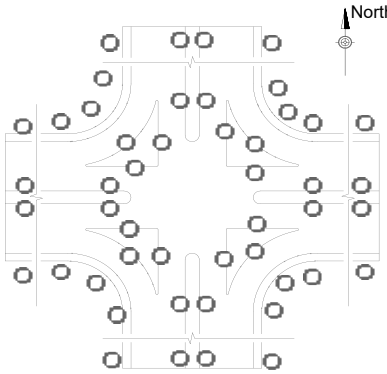
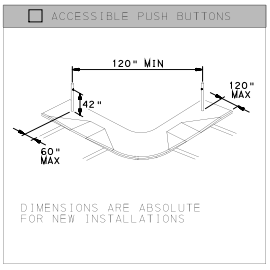
DEPARTMENT OF TRANSPORTATION

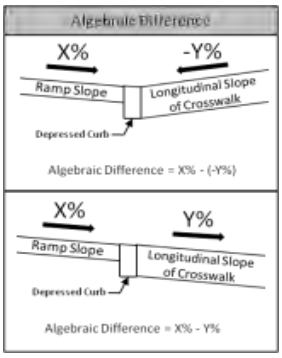
KNORR ST & REVERE ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.20	%	1.40	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		19	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	4	4				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 1					
*North Leg	REVERE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	REVERE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





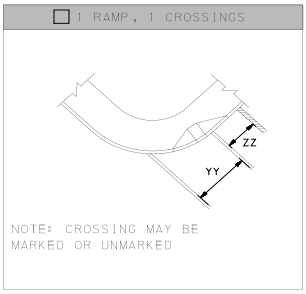


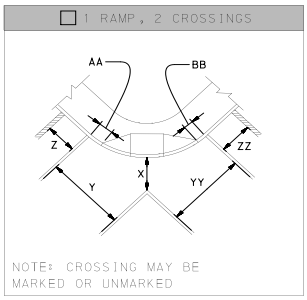


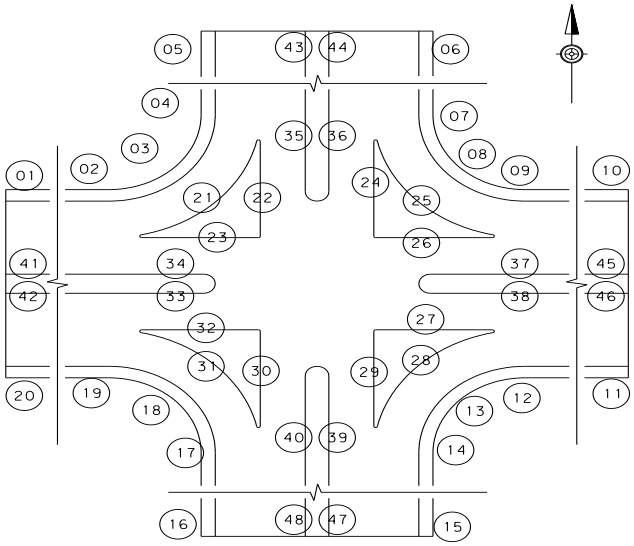
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-REVERESt-KNORRSt-REVERESt-KNORRSt-2023-07-10-17-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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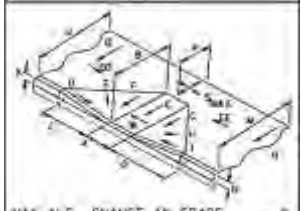
DEPARTMENT OF TRANSPORTATION

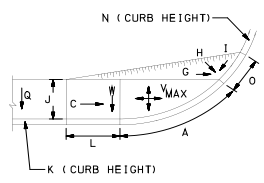
KNORR ST & REVERE ST, PennDOT Location ID # 17

☐ TYPE 1



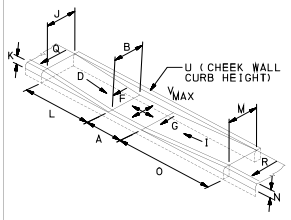
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



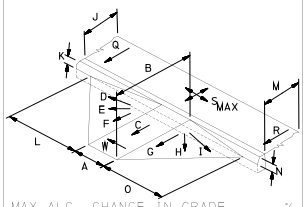
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



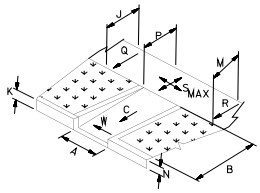
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



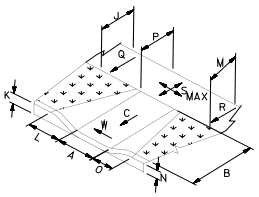
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



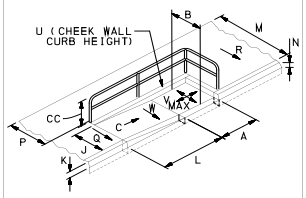
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



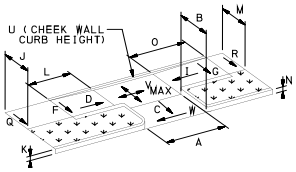
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



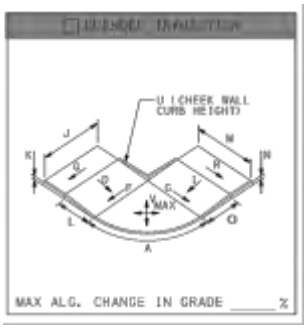
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



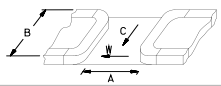
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

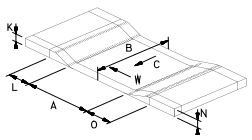
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	42	(IN)	
*	C	7.00	(%)	
*	D	5.30	(%)	
	E	8.00	(%)	
*	F	8.00	(%)	
*	G	7.90	(%)	
	H	6.00	(%)	
*	I	3.60	(%)	
*	J	60	(IN)	
	K	2	(IN)	
	L	50	(IN)	
*	M	60	(IN)	
	N	2	(IN)	
	O	46	(IN)	
*	P	48	(IN)	
*	Q	1.80	(%)	
*	R	1.80	(%)	
*	S	1.90	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.80	(%)	
*	EE	2.00	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-REVERESt-KNORRSt-REVERESt-KNORRSt-2023-07-10-17-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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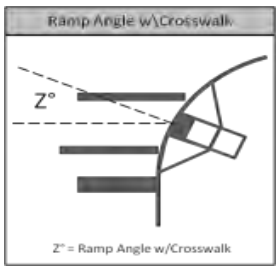
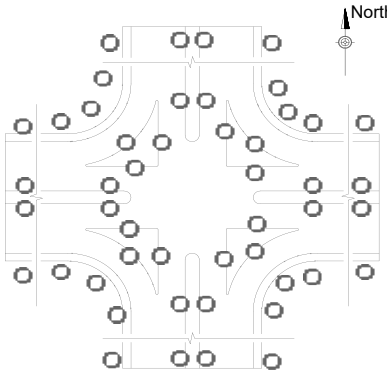
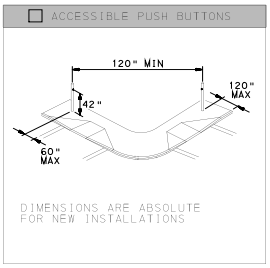
DEPARTMENT OF TRANSPORTATION

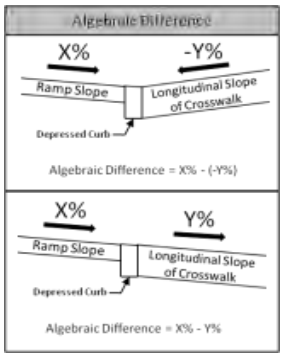
KNORR ST & RISING SUN AVE, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.10	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	1.0			
Intersection Ramp # of #		1	5			
*Ramp Location (Use Figure Below)			02			
*Curb Ramp Type	Type 1					
*North Leg	RISING SUN	(segment)	(offset)			
*North Leg Desc.	Ave					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	RISING SUN	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





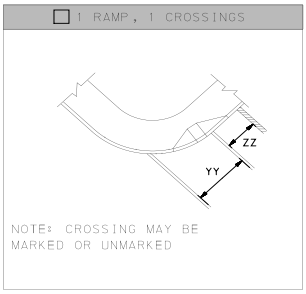


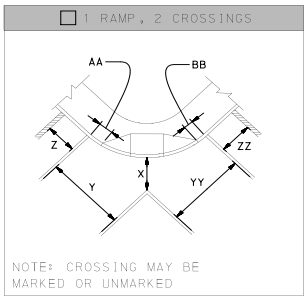


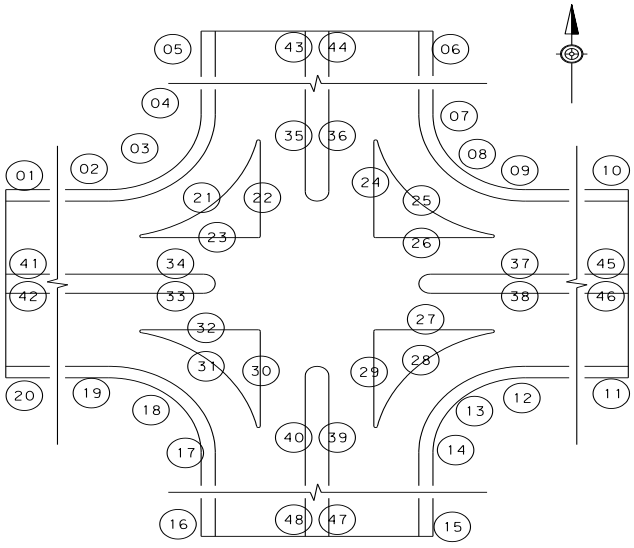
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-RISINGSUNAve-KNORRSt-RISINGSUNAve-KNORRSt-2023-07-10-2-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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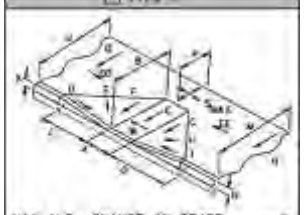
DEPARTMENT OF TRANSPORTATION

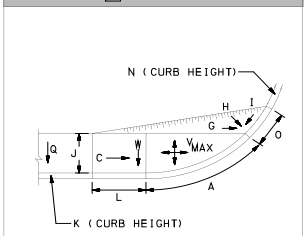
KNORR ST & RISING SUN AVE, PennDOT
Location ID # 2

☐ TYPE 1



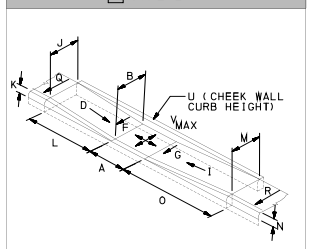
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 1A



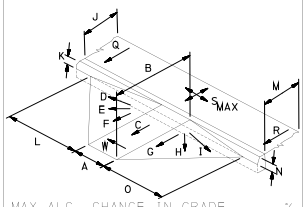
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



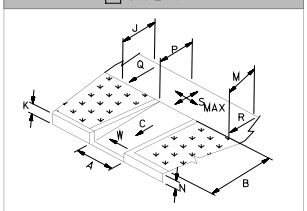
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



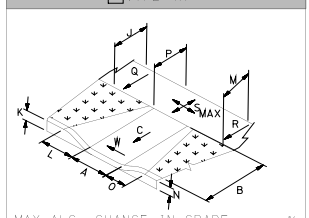
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 4



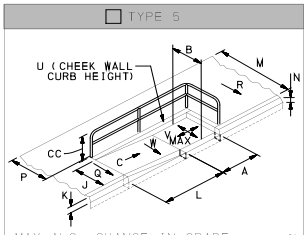
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 4A



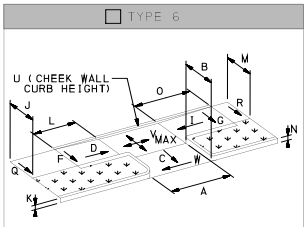
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 5



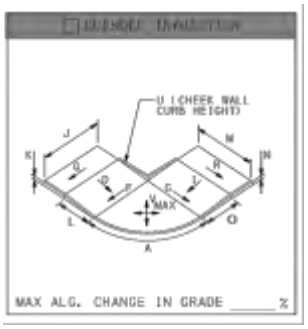
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



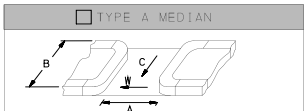
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

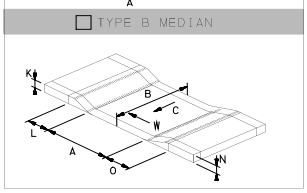
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	58	(IN)	
*	C	6.10	(%)	
*	D	10.20	(%)	please accept with tolerance
	E	9.70	(%)	
*	F	4.90	(%)	
*	G	5.10	(%)	
	H	6.30	(%)	
*	I	7.60	(%)	
*	J	63	(IN)	
	K	4	(IN)	
	L	44	(IN)	
*	M	97	(IN)	
	N	1	(IN)	
	O	31	(IN)	
*	P	55	(IN)	
*	Q	1.60	(%)	
*	R	0.30	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.80	(%)	
*	EE	3.10	(%)	
	DWS Transition Strip	YES		
	DWS Transition Strip Slope (FF)	5.00	(%)	

C-06-101-60000-RISINGSUNAve-KNORRSt-RISINGSUNAve-KNORRSt-2023-07-10-2-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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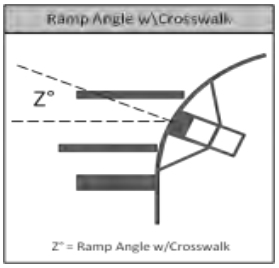
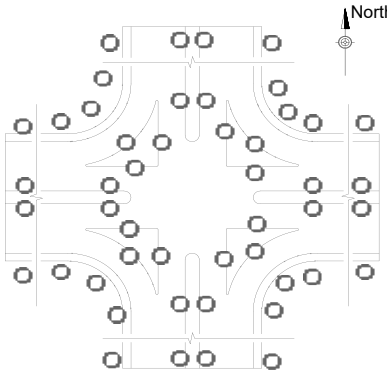
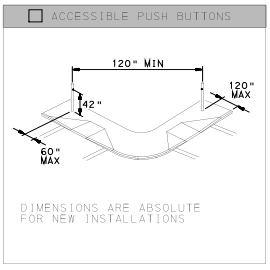
DEPARTMENT OF TRANSPORTATION

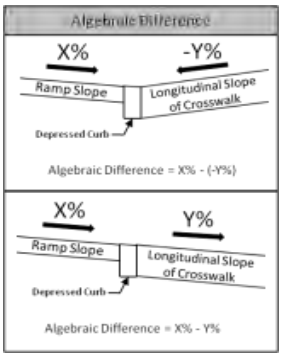
KNORR ST & RISING SUN AVE, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.50	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		7	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.7		
Intersection Ramp # of #	2	5			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				
*North Leg	RISING SUN	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	RISING SUN	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





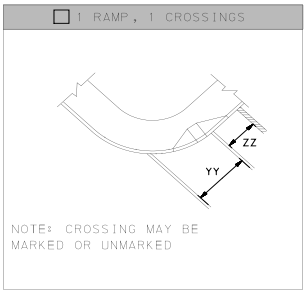


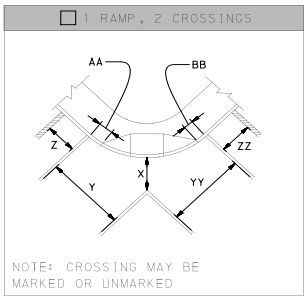


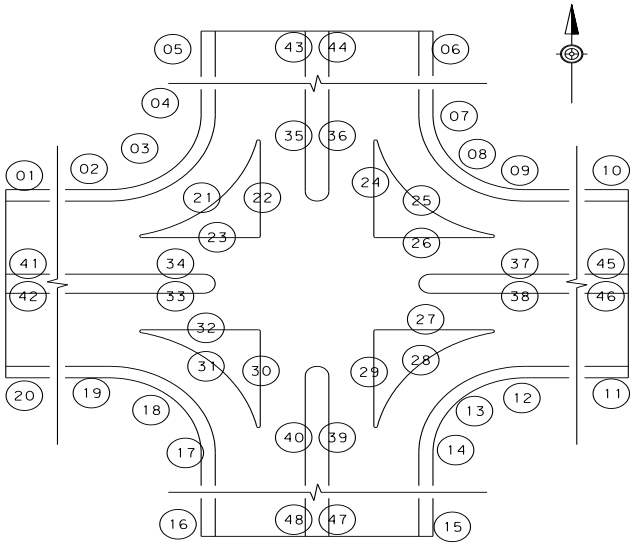
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-RISINGSUNAve-KNORRSt-RISINGSUNAve-KNORRSt-2023-07-10-4-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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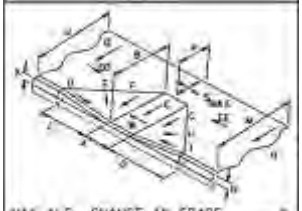
DEPARTMENT OF TRANSPORTATION

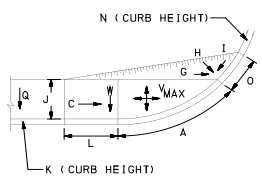
KNORR ST & RISING SUN AVE, PennDOT
Location ID # 4

☐ TYPE 1



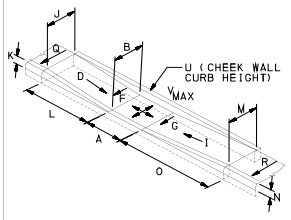
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



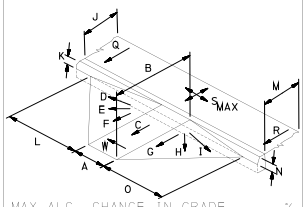
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



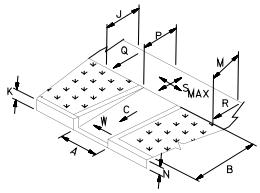
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



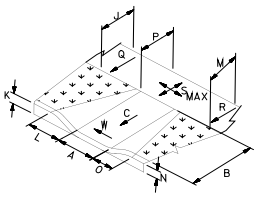
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



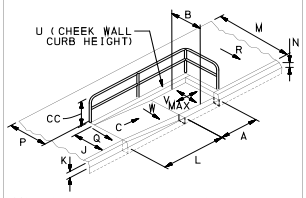
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



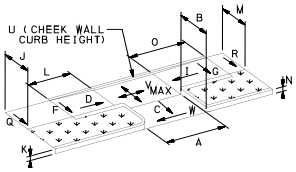
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



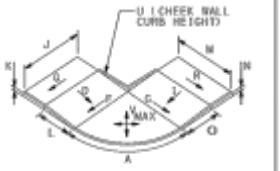
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DRIVEWAY TRANSITION



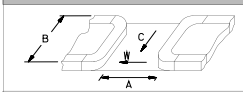
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

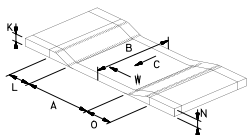
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	59	(IN)	
*	C	5.50	(%)	
*	D	6.00	(%)	
	E	6.00	(%)	
*	F	5.30	(%)	
*	G	6.30	(%)	
	H	10.30	(%)	
*	I	8.80	(%)	
*	J	103	(IN)	
	K	2	(IN)	
	L	34	(IN)	
*	M	97	(IN)	
	N	4	(IN)	
	O	39	(IN)	
*	P	55	(IN)	
*	Q	1.60	(%)	
*	R	0.30	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.70	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.80	(%)	
*	EE	3.10	(%)	

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	5.00 (%)

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▲ **NOTE: If additional space for typed comments is required, please use**

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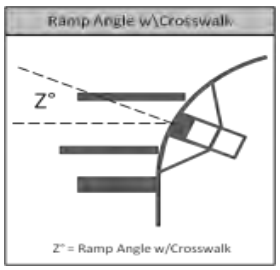
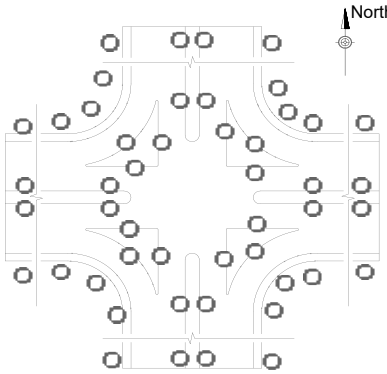
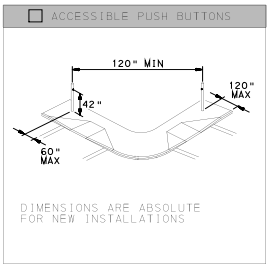
DEPARTMENT OF TRANSPORTATION

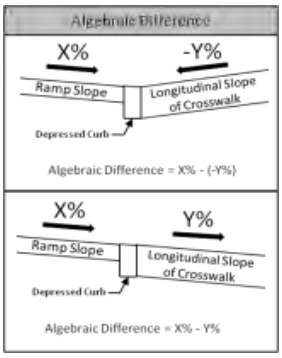
KNORR ST & RISING SUN AVE, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	3				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	6.00	%	0.30	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	1.3		
Intersection Ramp # of #	3	5			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				
*North Leg	RISING SUN	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	RISING SUN	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





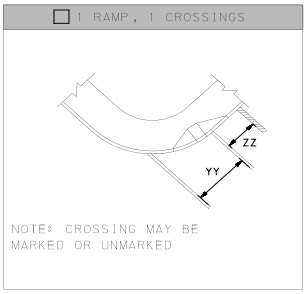


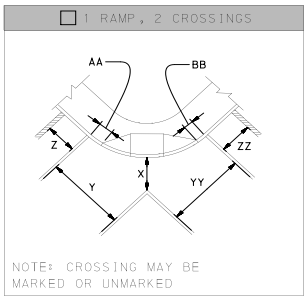


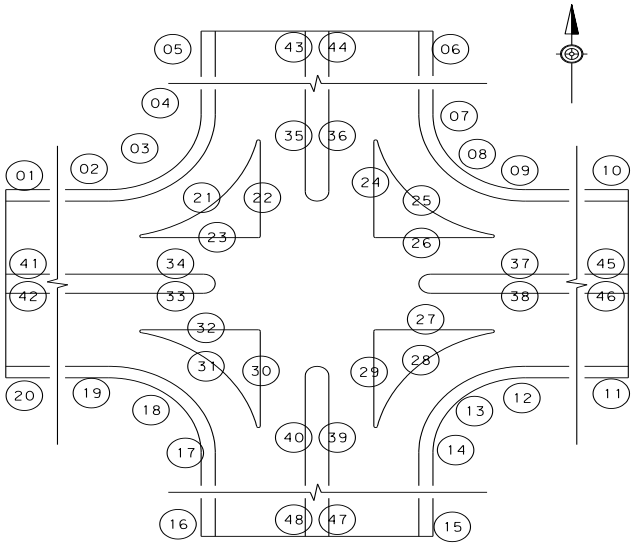
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-RISINGSUNAve-KNORRSt-RISINGSUNAve-KNORRSt-2023-07-10-7-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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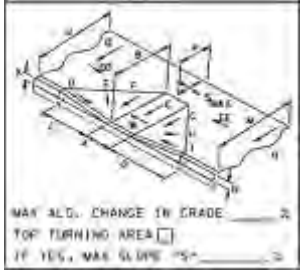
DEPARTMENT OF TRANSPORTATION

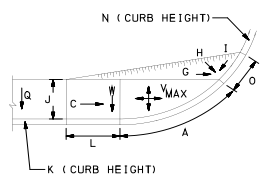
KNORR ST & RISING SUN AVE, PennDOT
Location ID # 7

☐ TYPE 1



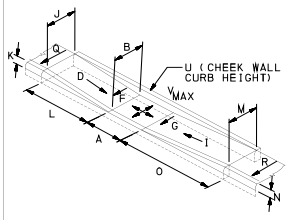
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



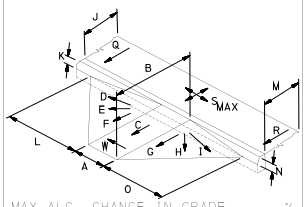
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



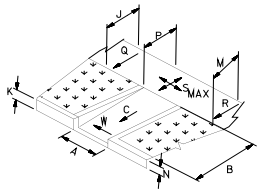
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



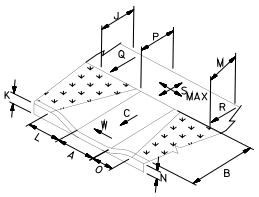
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



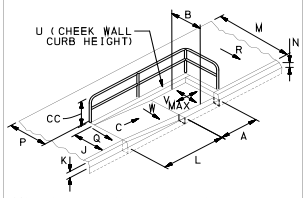
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



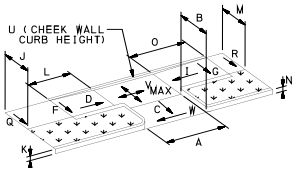
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



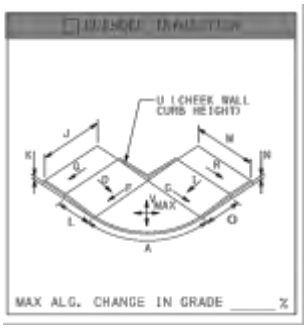
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



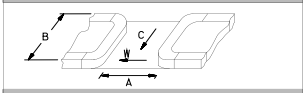
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

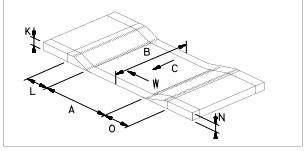
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	90	(IN)	
*	C	2.30	(%)	
*	D	8.90	(%)	
	E	6.80	(%)	
*	F	1.40	(%)	
*	G	2.90	(%)	
	H	4.80	(%)	
*	I	5.70	(%)	
*	J	147	(IN)	
	K	2	(IN)	
	L	37	(IN)	
*	M	155	(IN)	
	N	4	(IN)	
	O	36	(IN)	
*	P	48	(IN)	
*	Q	0.20	(%)	
*	R	1.20	(%)	
*	S	1.60	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.80	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	8.30	(%)	
*	EE	1.50	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-RISINGSUNAve-KNORRSt-RISINGSUNAve-KNORRSt-2023-07-10-7-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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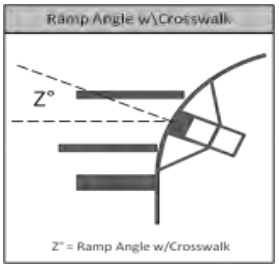
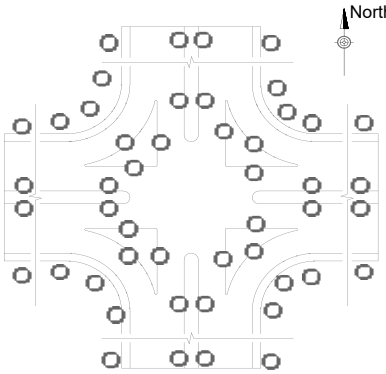
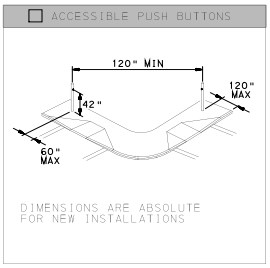
DEPARTMENT OF TRANSPORTATION

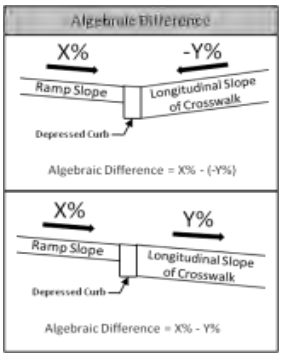
KNORR ST & RISING SUN AVE, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.10	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	4	5				
*Ramp Location (Use Figure Below)	09					
*Curb Ramp Type	Type 1					
*North Leg	RISING SUN	(segment)	(offset)			
*North Leg Desc.	Ave					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	RISING SUN	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





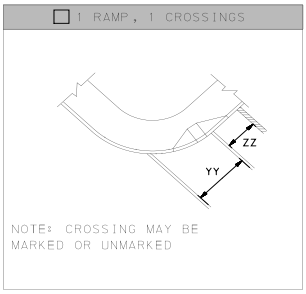


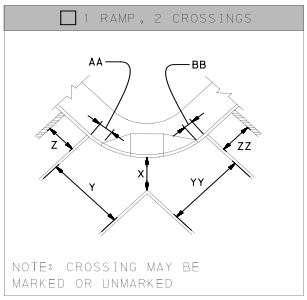


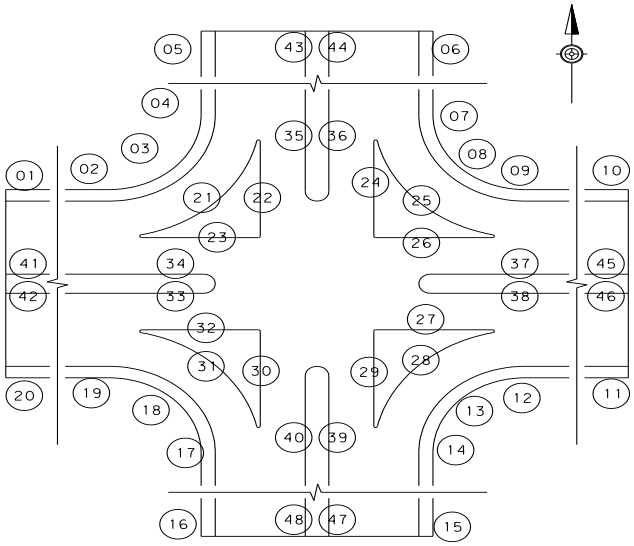
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-RISINGSUNAve-KNORRSt-RISINGSUNAve-KNORRSt-2023-07-10-9-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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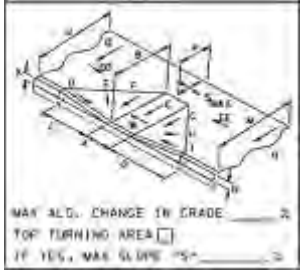
DEPARTMENT OF TRANSPORTATION

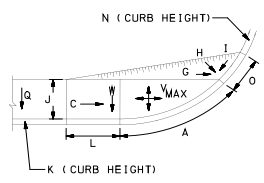
KNORR ST & RISING SUN AVE, PennDOT
Location ID # 9

☐ TYPE 1



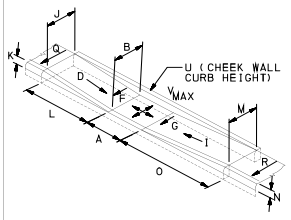
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



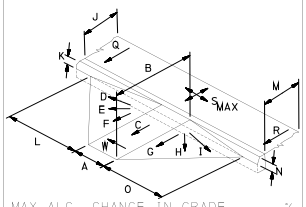
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



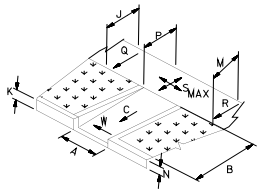
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



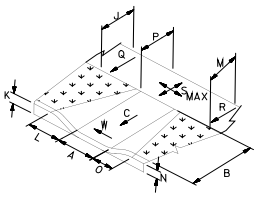
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



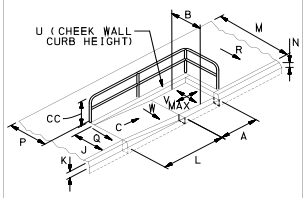
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



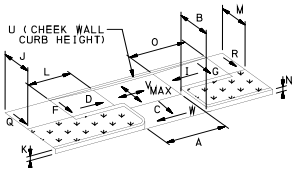
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



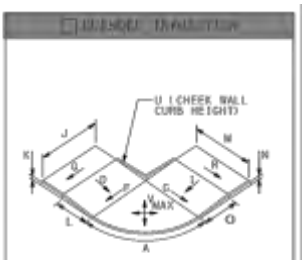
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



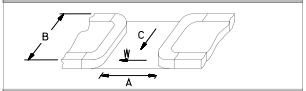
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

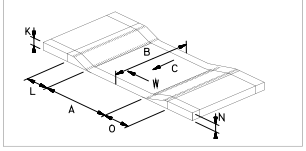
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	87	(IN)	
*	C	3.60	(%)	
*	D	6.40	(%)	
	E	6.40	(%)	
*	F	4.60	(%)	
*	G	4.80	(%)	
	H	6.10	(%)	
*	I	5.60	(%)	
*	J	147	(IN)	
	K	2	(IN)	
	L	36	(IN)	
*	M	155	(IN)	
	N	2	(IN)	
	O	37	(IN)	
*	P	48	(IN)	
*	Q	0.20	(%)	
*	R	1.20	(%)	
*	S	1.60	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.90	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	8.30	(%)	
*	EE	1.50	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-RISINGSUNAve-KNORRSt-RISINGSUNAve-KNORRSt-2023-07-10-9-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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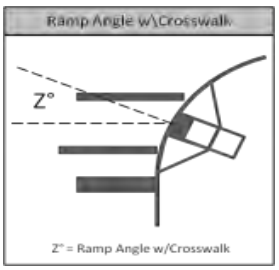
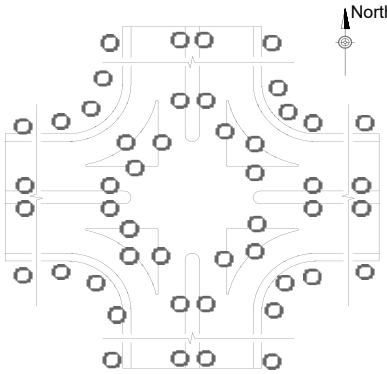
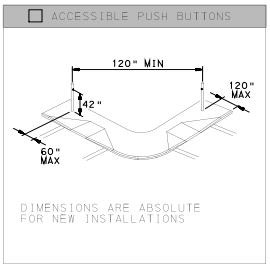
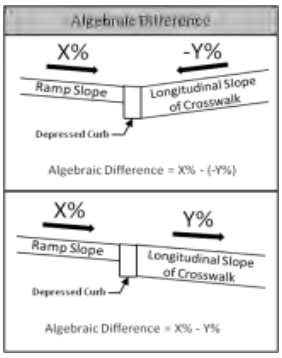
KNORR ST & RISING SUN AVE, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	3.90	%	2.00	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		5	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	5	5			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				
*North Leg	RISING SUN	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	RISING SUN	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





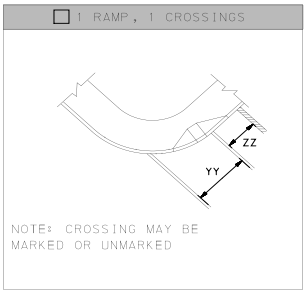


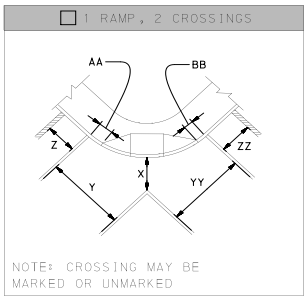


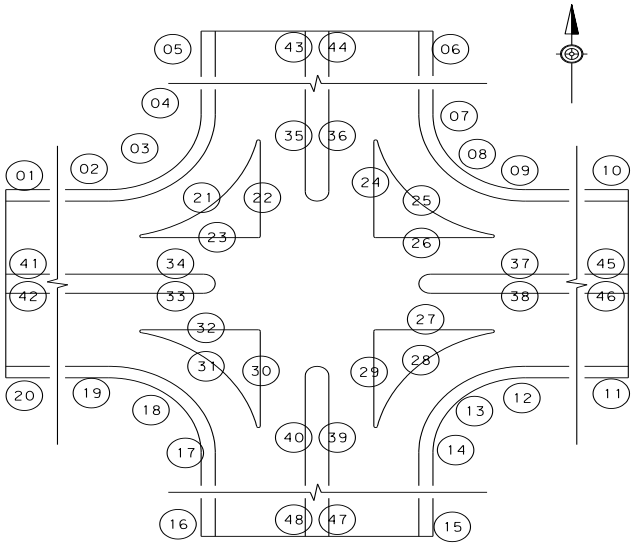
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-RISINGSUNAve-KNORRSt-RISINGSUNAve-KNORRSt-2023-07-10-12-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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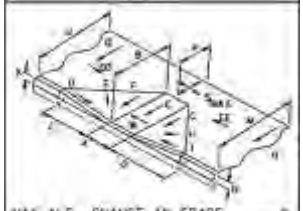
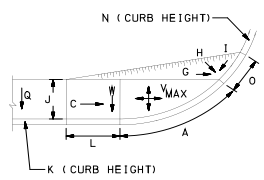
KNORR ST & RISING SUN AVE, PennDOT
Location ID # 12

☐ TYPE 1



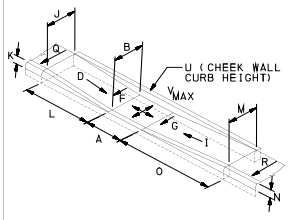
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



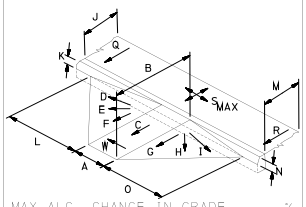
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



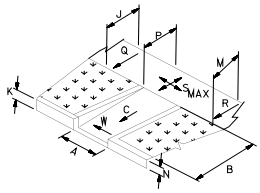
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



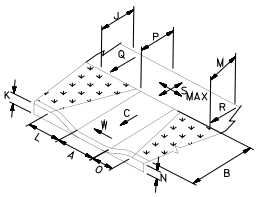
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



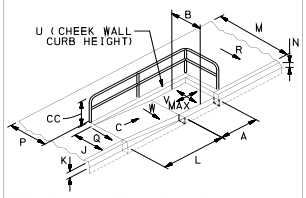
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



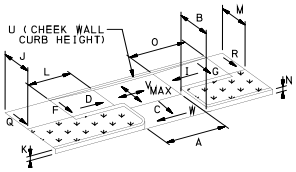
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



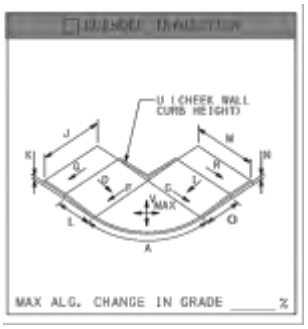
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



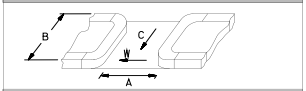
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

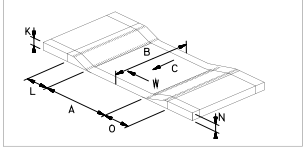
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	35	(IN)	
*	C	7.20	(%)	
*	D	2.30	(%)	
	E	5.50	(%)	
*	F	7.30	(%)	
*	G	7.70	(%)	
	H	10.00	(%)	
*	I	7.80	(%)	
*	J	91	(IN)	
	K	2	(IN)	
	L	28	(IN)	
*	M	136	(IN)	
	N	2	(IN)	
	O	30	(IN)	
*	P	48	(IN)	
*	Q	1.40	(%)	
*	R	0.80	(%)	
*	S	1.60	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.90	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.80	(%)	
*	EE	0.40	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

C-06-101-60000-RISINGSUNAve-KNORRSt-RISINGSUNAve-KNORRSt-2023-07-10-12-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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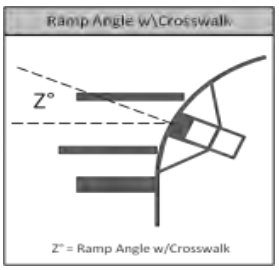
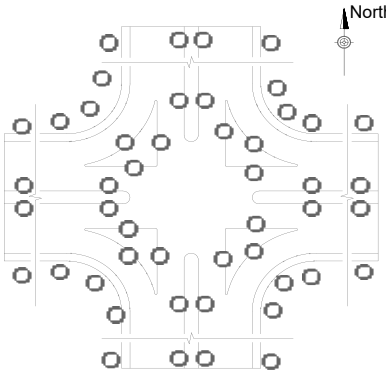
DEPARTMENT OF TRANSPORTATION

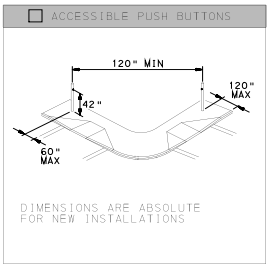
KNORR ST & ROWLAND AVE, PennDOT Location ID # 2

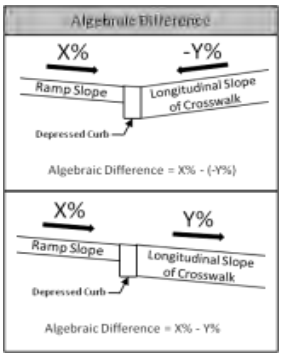
*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.90	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		26	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.1			
Intersection Ramp # of #		1	8			
*Ramp Location (Use Figure Below)			02			
*Curb Ramp Type	Type 1					
*North Leg	ROWLAND	(segment)	(offset)			
*North Leg Desc.	Ave					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	ROWLAND	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					

Telephone Pole; Prior to being told the 20% rule





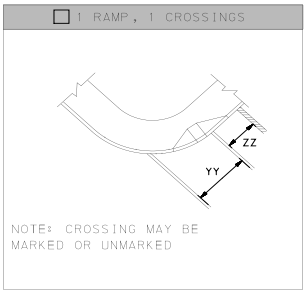


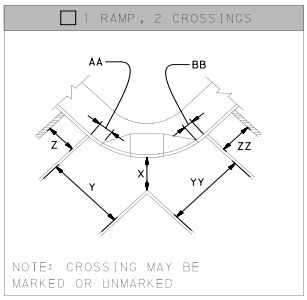


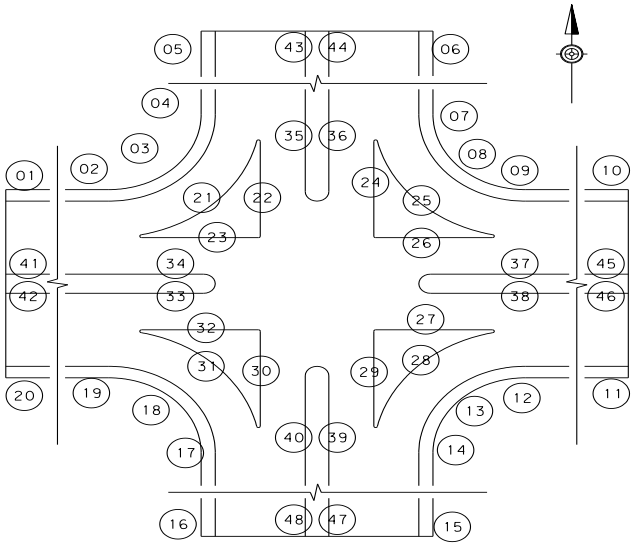
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-ROWLANDAve-KNORRSt-ROWLANDAve-KNORRSt-2023-07-10-2-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



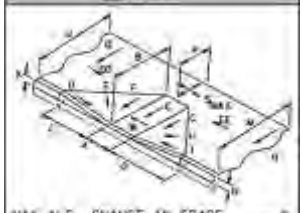




pennsylvania
DEPARTMENT OF TRANSPORTATION

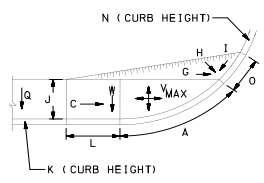
KNORR ST & ROWLAND AVE, PennDOT Location ID # 2

☐ TYPE 1



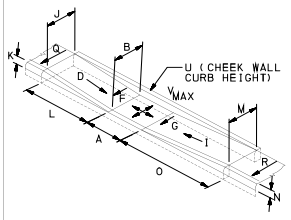
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



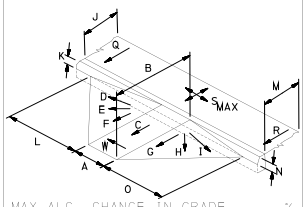
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



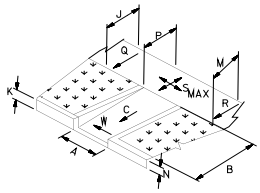
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



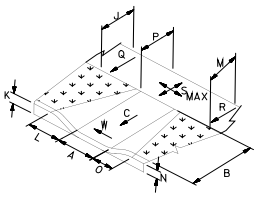
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



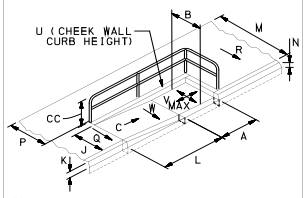
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



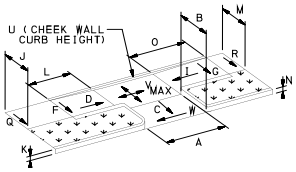
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



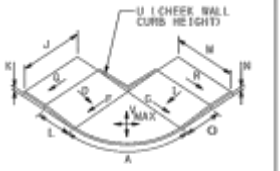
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DRIVEWAY TRANSITION



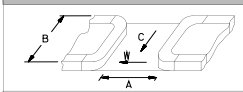
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

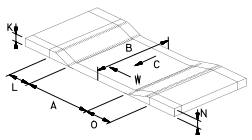
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	47	(IN)	
*	C	4.90	(%)	
*	D	4.50	(%)	
	E	999	(%)	comments not included
*	F	5.90	(%)	
*	G	6.70	(%)	
	H	5.70	(%)	
*	I	0.60	(%)	
*	J	88	(IN)	
	K	5	(IN)	
	L	41	(IN)	
*	M	90	(IN)	
	N	2	(IN)	
	O	18	(IN)	
*	P	54	(IN)	
*	Q	0.70	(%)	
*	R	1.90	(%)	
*	S	1.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no info
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.50	(%)	
*	EE	3.00	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

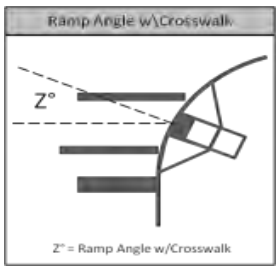
C-06-101-60000-ROWLANDAve-KNORRSt-ROWLANDAve-KNORRSt-2023-07-10-2-Type1

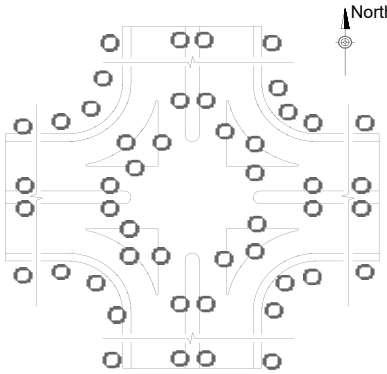
▲ **NOTE: If additional space for typed comments is required, please use**

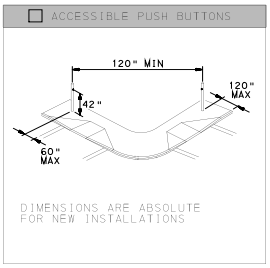
pennsylvania
DEPARTMENT OF TRANSPORTATION

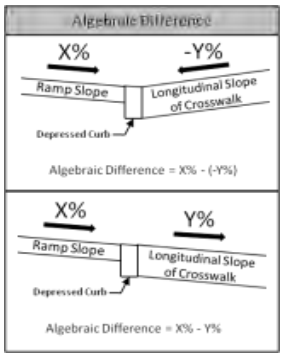
KNORR ST & ROWLAND AVE, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.90	%	0.50	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		11	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.9			
Intersection Ramp # of #		2	8			
*Ramp Location (Use Figure Below)			04			
*Curb Ramp Type	Type 1					
*North Leg	ROWLAND	(segment)	(offset)			
*North Leg Desc.	Ave					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	ROWLAND	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





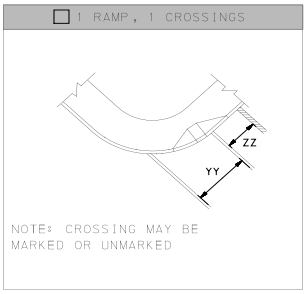


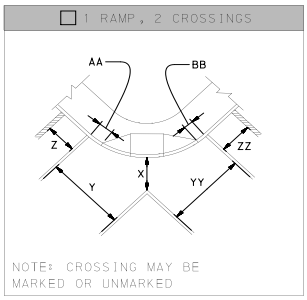


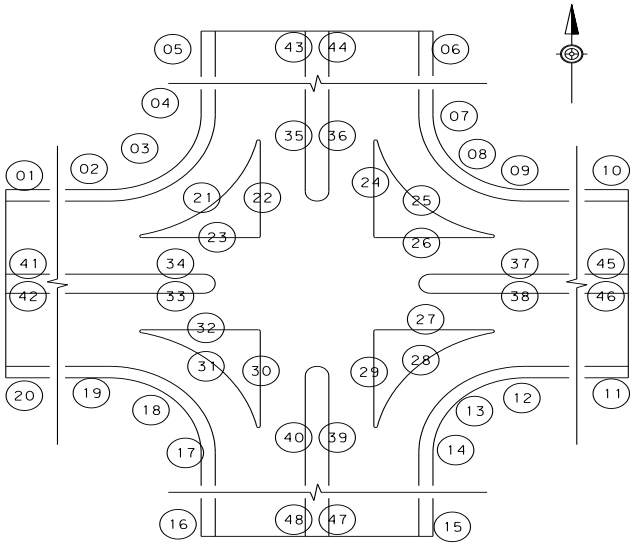
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-ROWLANDAve-KNORRSt-ROWLANDAve-KNORRSt-2023-07-10-4-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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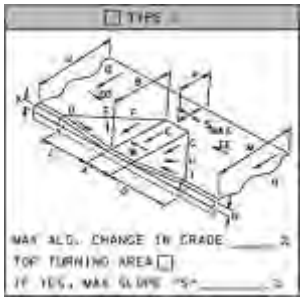
DEPARTMENT OF TRANSPORTATION

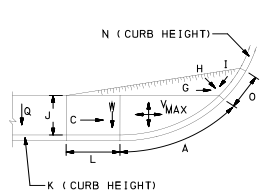
KNORR ST & ROWLAND AVE, PennDOT Location ID # 4

☐ TYPE 1



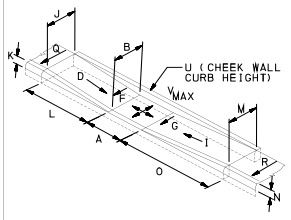
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



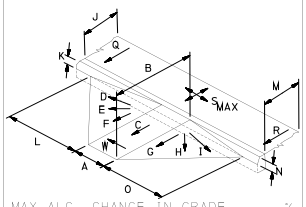
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



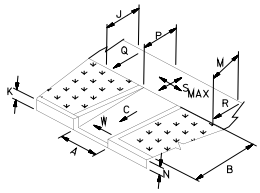
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



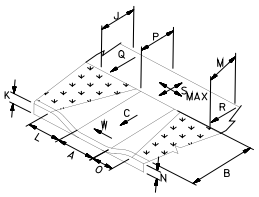
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



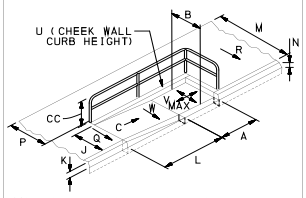
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



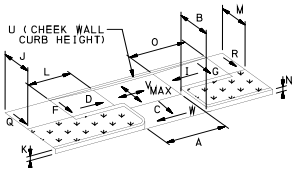
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



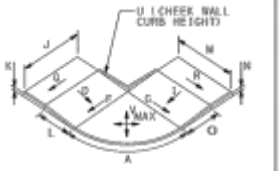
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DRIVEWAY TRANSITION



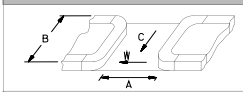
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

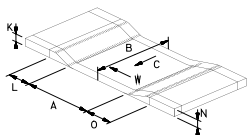
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	46	(IN)
*	C	5.90	(%)
*	D	4.60	(%)
	E	7.20	(%)
*	F	6.70	(%)
*	G	6.80	(%)
	H	8.80	(%)
*	I	7.70	(%)
*	J	88	(IN)
	K	3	(IN)
	L	20	(IN)
*	M	90	(IN)
	N	4	(IN)
	O	26	(IN)
*	P	55	(IN)
*	Q	0.70	(%)
*	R	1.90	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.50	(%)
*	EE	3.00	(%)

	DWS Transition Strip	YES
	DWS Transition Strip Slope (FF)	4.90 (%)

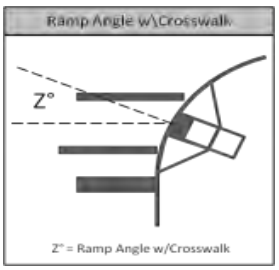
Comments ▲

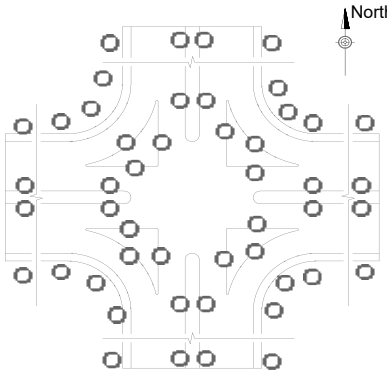
▲ **NOTE: If additional space for typed comments is required, please use**

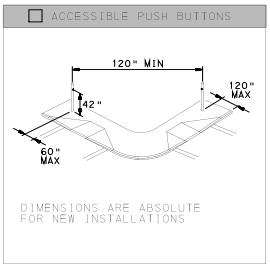
pennsylvania
DEPARTMENT OF TRANSPORTATION

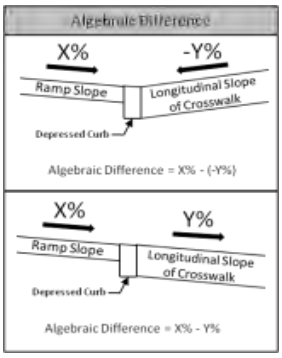
KNORR ST & ROWLAND AVE, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming J. J. Anderson					
Designer 2	Randy Kravitz Traffic, Planning, and Design, TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO	0	(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.90	%	0.50	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		15	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	10.9			
Intersection Ramp # of #		3	8			
*Ramp Location (Use Figure Below)			07			
*Curb Ramp Type	Type 1					
*North Leg	ROWLAND	(segment)	(offset)			
*North Leg Desc.	Ave					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	Rd					
*South Leg	ROWLAND	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





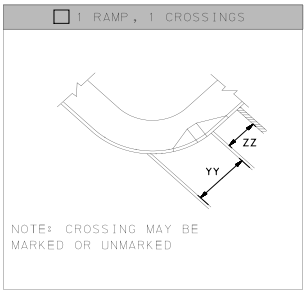


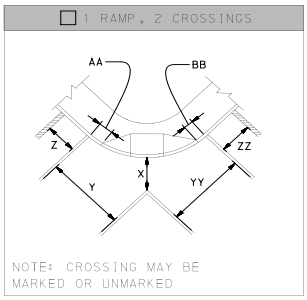


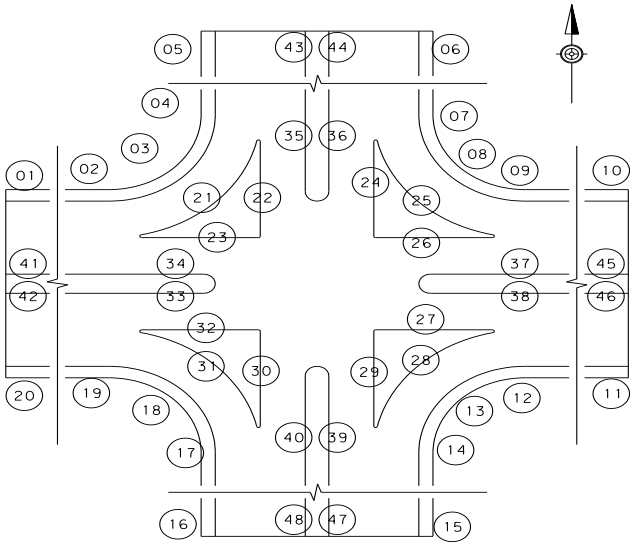
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-ROWLANDAve-KNORRRd-ROWLANDAve-KNORRSt-2023-07-10-7-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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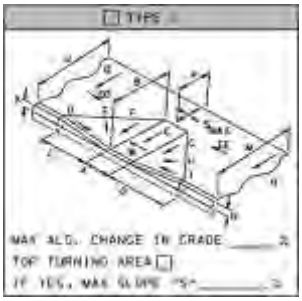
DEPARTMENT OF TRANSPORTATION

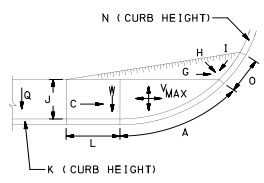
KNORR ST & ROWLAND AVE, PennDOT Location ID # 7

TYPE 1



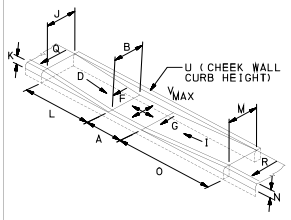
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 1A



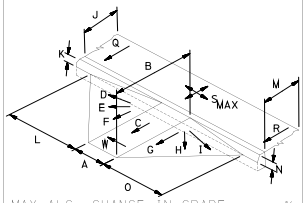
MAX ALG. CHANGE IN GRADE _____ %

TYPE 2



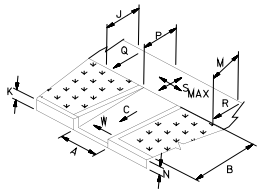
MAX ALG. CHANGE IN GRADE _____ %

TYPE 3



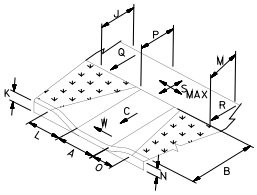
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4



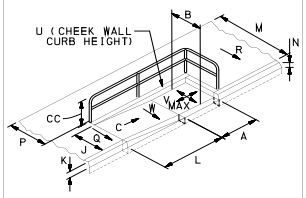
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



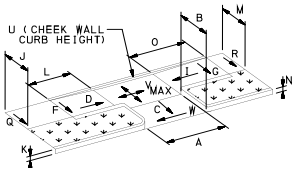
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 5



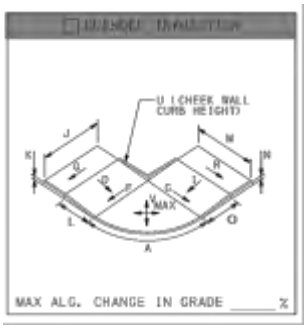
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

[redacted]



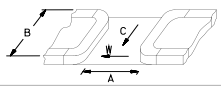
MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

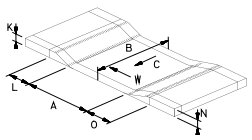
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN



TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	46	(IN)	
*	C	6.90	(%)	
*	D	8.00	(%)	
	E	7.30	(%)	
*	F	7.20	(%)	
*	G	6.40	(%)	
	H	4.10	(%)	
*	I	3.00	(%)	
*	J	48	(IN)	
	K	2	(IN)	
	L	24	(IN)	
*	M	60	(IN)	
	N	2	(IN)	
	O	35	(IN)	
*	P	55	(IN)	
*	Q	1.30	(%)	
*	R	0.10	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no info
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.20	(%)	
*	EE	2.80	(%)	

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	3.90 (%)

C-06-101-60000-ROWLANDAve-KNORRRd-ROWLANDAve-KNORRSt-2023-07-10-7-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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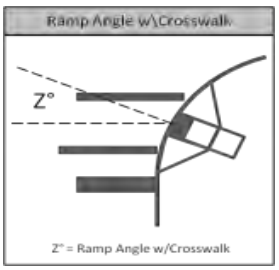
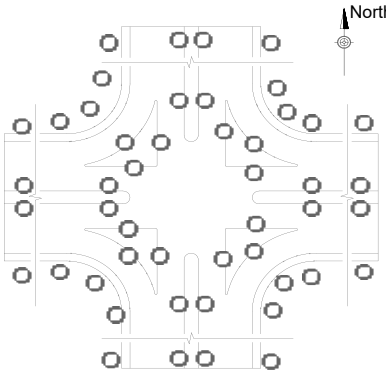
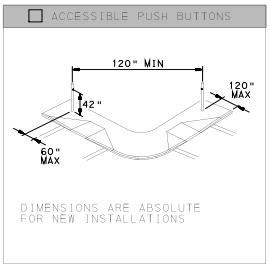
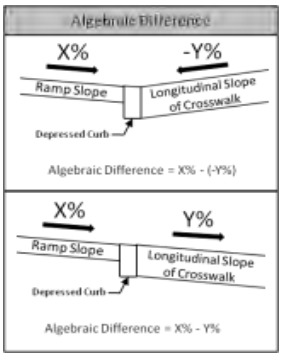
KNORR ST & ROWLAND AVE, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming J. J. Anderson					
Designer 2	Randy Kravitz Traffic, Planning & Design, TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO	0	(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.90	%	2.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		13	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	12.4			
Intersection Ramp # of #	4	8				
*Ramp Location (Use Figure Below)		09				
*Curb Ramp Type	Type 1					
*North Leg	ROWLAND	(segment)	(offset)			
*North Leg Desc.	Ave					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	ROWLAND	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





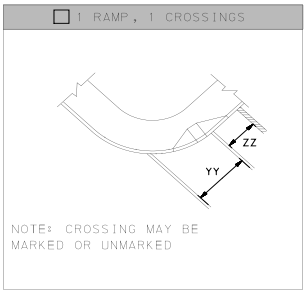


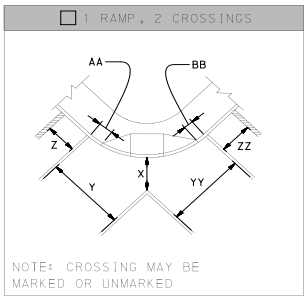


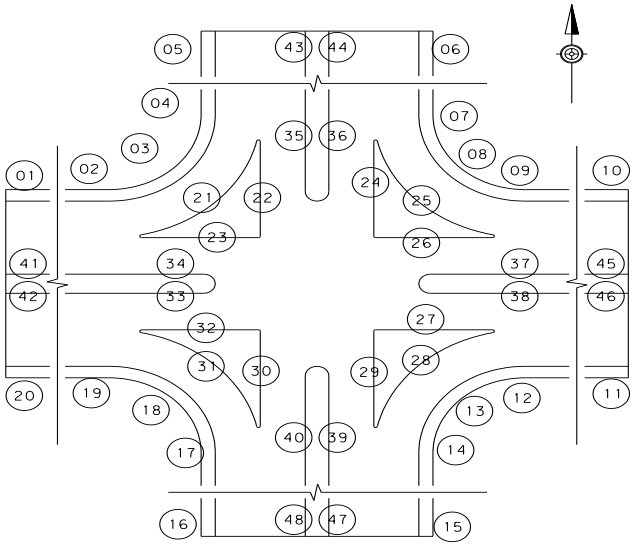
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-ROWLANDAve-KNORRSt-ROWLANDAve-KNORRSt-2023-07-10-9-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



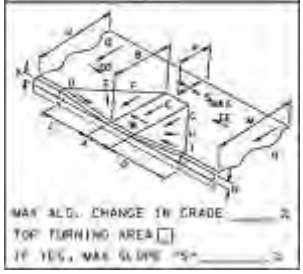




pennsylvania
DEPARTMENT OF TRANSPORTATION

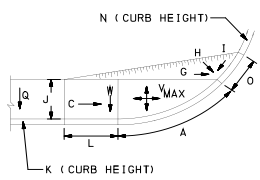
KNORR ST & ROWLAND AVE, PennDOT Location ID # 9

☐ TYPE 1



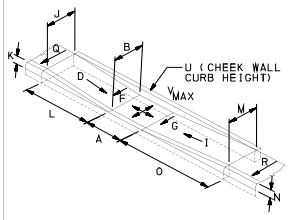
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



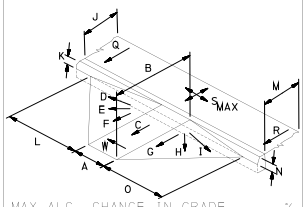
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



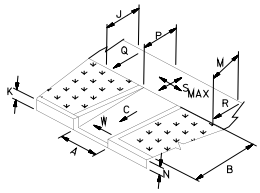
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



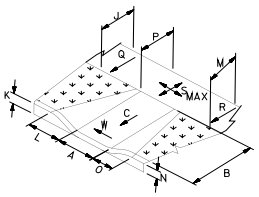
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



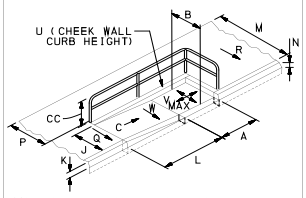
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



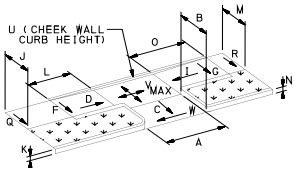
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



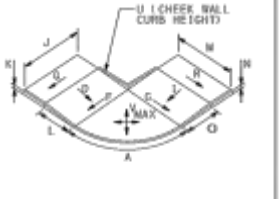
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



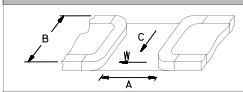
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

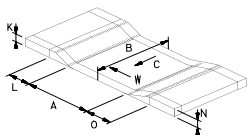
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	40	(IN)
*	C	7.50	(%)
*	D	6.20	(%)
	E	7.20	(%)
*	F	7.30	(%)
*	G	8.00	(%)
	H	6.00	(%)
*	I	1.20	(%)
*	J	48	(IN)
	K	2	(IN)
	L	36	(IN)
*	M	60	(IN)
	N	2	(IN)
	O	30	(IN)
*	P	60	(IN)
*	Q	1.20	(%)
*	R	1.40	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	62	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	4.20	(%)
*	EE	2.80	(%)

Comments ▲

1, but not flush

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	4.90 (%)

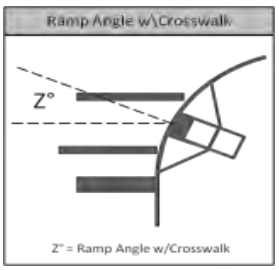
C-06-101-60000-ROWLANDAve-KNORRSt-ROWLANDAve-KNORRSt-2023-07-10-9-Type1

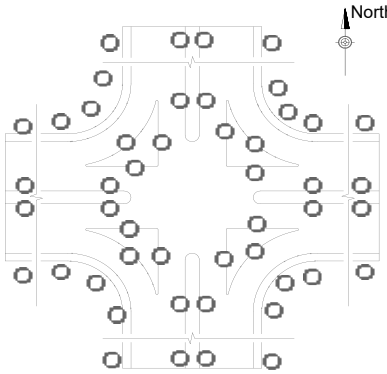
▲ **NOTE: If additional space for typed comments is required, please use**

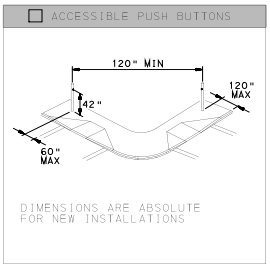
pennsylvania
DEPARTMENT OF TRANSPORTATION

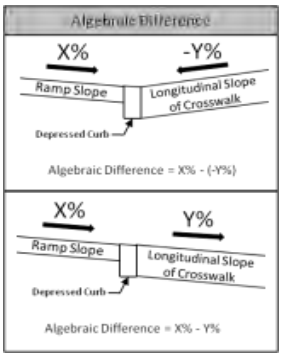
KNORR ST & ROWLAND AVE, PennDOT Location
ID # 12

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO	0	(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.90	%	2.00	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		11	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	6.8		
Intersection Ramp # of #	5	8			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				
*North Leg	ROWLAND	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	ROWLAND	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





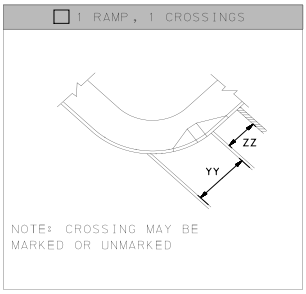


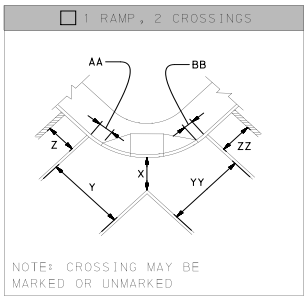


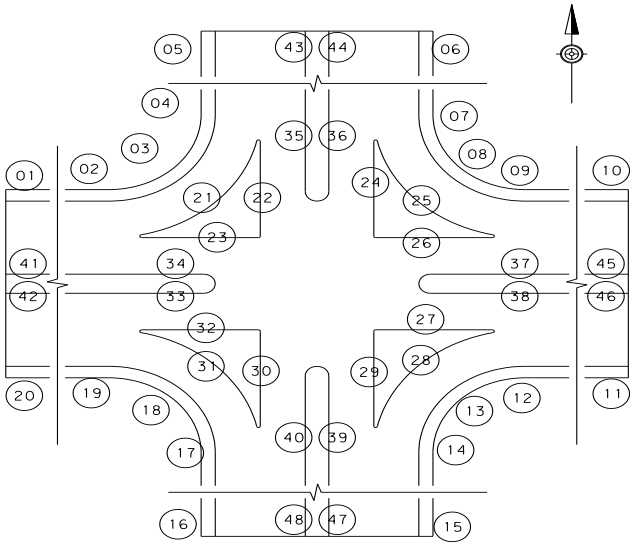
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-ROWLANDAve-KNORRSt-ROWLANDAve-KNORRSt-2023-07-10-12-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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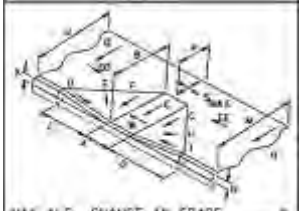
DEPARTMENT OF TRANSPORTATION

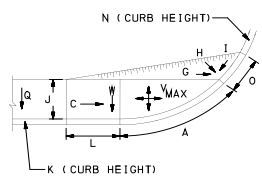
KNORR ST & ROWLAND AVE, PennDOT Location ID # 12

TYPE 1



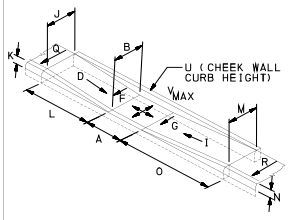
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 1A



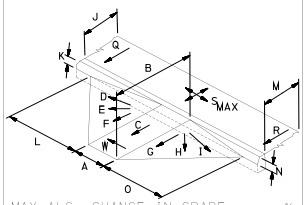
MAX ALG. CHANGE IN GRADE _____ %

TYPE 2



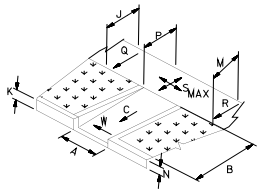
MAX ALG. CHANGE IN GRADE _____ %

TYPE 3



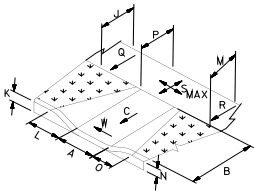
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4



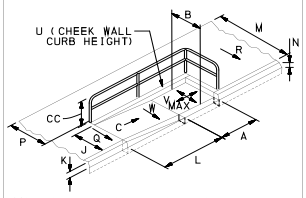
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



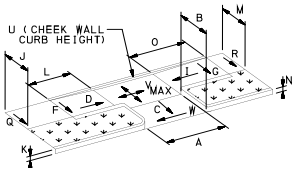
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 5



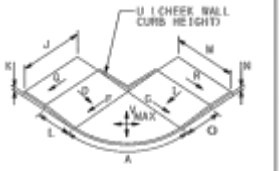
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

[redacted]



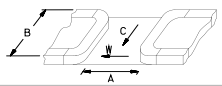
MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

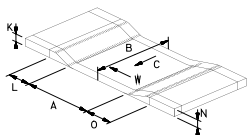
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN



TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	53	(IN)	
*	C	3.70	(%)	
*	D	0.50	(%)	
	E	1.30	(%)	
*	F	3.20	(%)	
*	G	4.00	(%)	
	H	5.20	(%)	
*	I	4.60	(%)	
*	J	60	(IN)	
	K	2	(IN)	
	L	49	(IN)	
*	M	60	(IN)	
	N	2	(IN)	
	O	31	(IN)	
*	P	65	(IN)	
*	Q	1.40	(%)	
*	R	1.80	(%)	
*	S	1.60	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.90	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	not available
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.00	(%)	
*	EE	3.40	(%)	

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	3.10 (%)

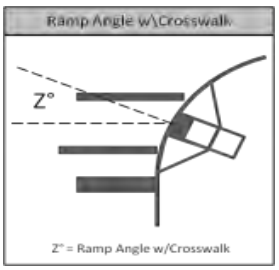
C-06-101-60000-ROWLANDAve-KNORRSt-ROWLANDAve-KNORRSt-2023-07-10-12-Type1

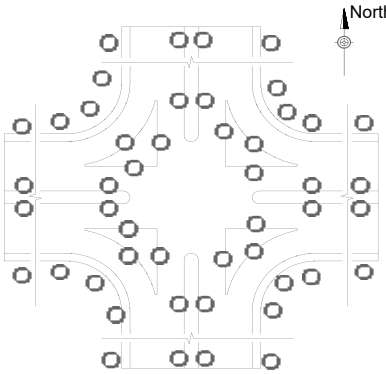
▲ **NOTE: If additional space for typed comments is required, please use**

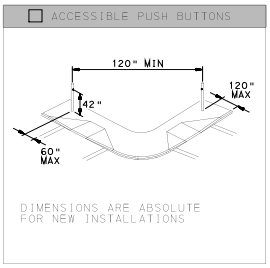
pennsylvania
DEPARTMENT OF TRANSPORTATION

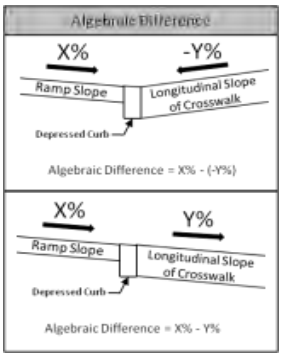
KNORR ST & ROWLAND AVE, PennDOT Location
ID # 14

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming James J. Anderson					
Designer 2	Randy Kravitz Traffic, Planning & Design, TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO	0	(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.50	%	0.10	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		18	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	3.4			
Intersection Ramp # of #		6	8			
*Ramp Location (Use Figure Below)			14			
*Curb Ramp Type	Type 1					
*North Leg	ROWLAND	(segment)	(offset)			
*North Leg Desc.	Ave					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	ROWLAND	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





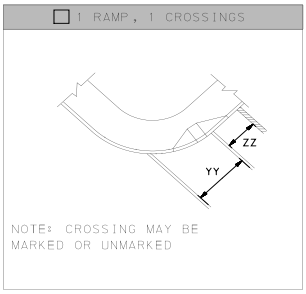


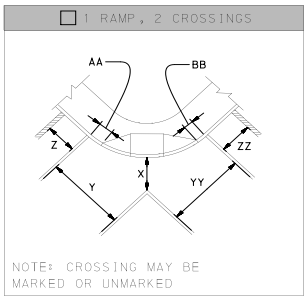


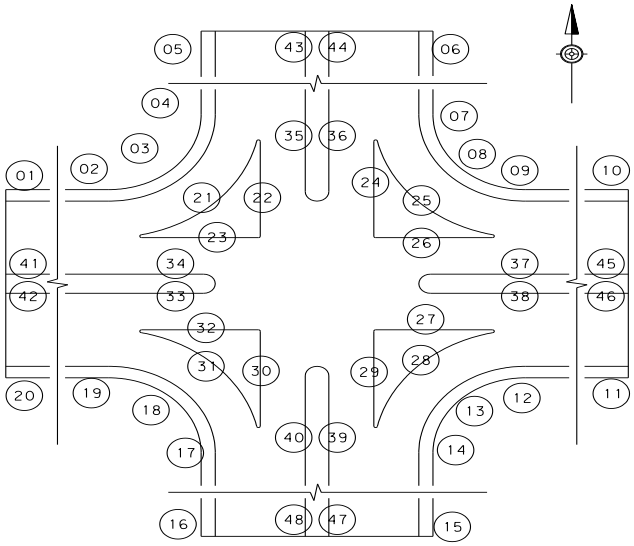
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-ROWLANDAve-KNORRSt-ROWLANDAve-KNORRSt-2023-07-10-14-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



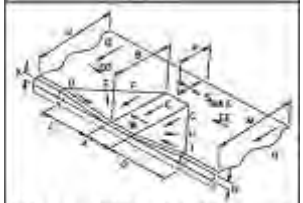




pennsylvania
DEPARTMENT OF TRANSPORTATION

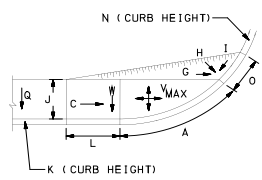
KNORR ST & ROWLAND AVE, PennDOT Location ID # 14

☐ TYPE 1



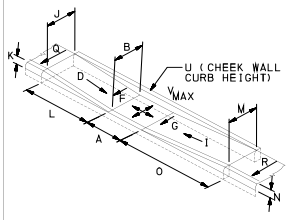
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



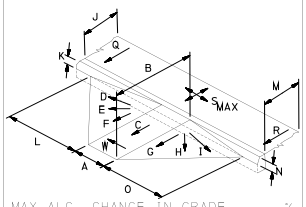
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



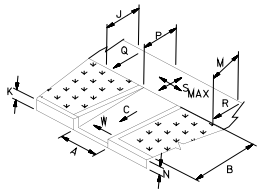
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



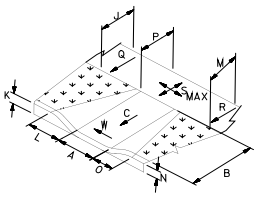
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



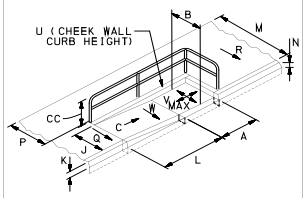
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



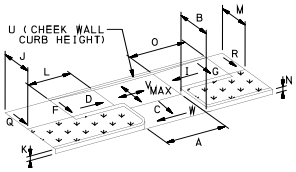
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



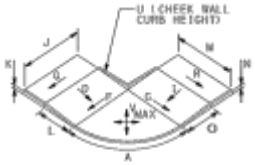
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



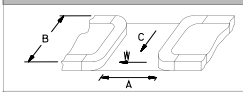
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



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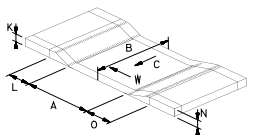

	"0.00" inches or %		
*	A	48	(IN)
*	B	53	(IN)
*	C	3.70	(%)
*	D	0.50	(%)
	E	1.30	(%)
*	F	3.20	(%)
*	G	4.00	(%)
	H	5.20	(%)
*	I	4.60	(%)
*	J	60	(IN)
	K	2	(IN)
	L	49	(IN)
*	M	60	(IN)
	N	2	(IN)
	O	31	(IN)
*	P	70	(IN)
*	Q	1.40	(%)
*	R	1.80	(%)
*	S	1.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.00	(%)
*	EE	3.40	(%)

	DWS Transition Strip	YES
	DWS Transition Strip Slope (FF)	3.10 (%)

Comments ▲

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▲ **NOTE: If additional space for typed comments is required, please use**

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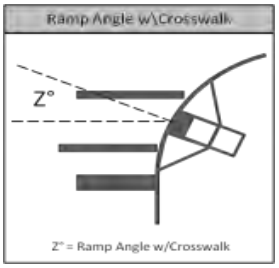
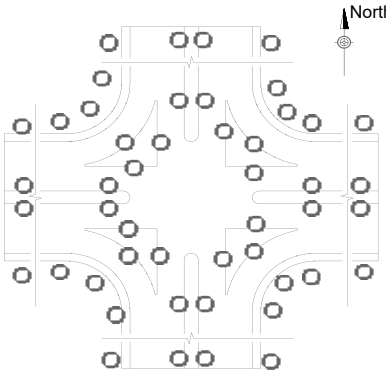
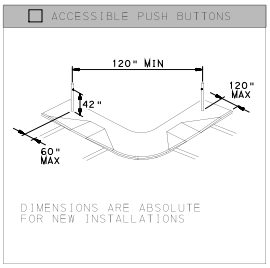
DEPARTMENT OF TRANSPORTATION

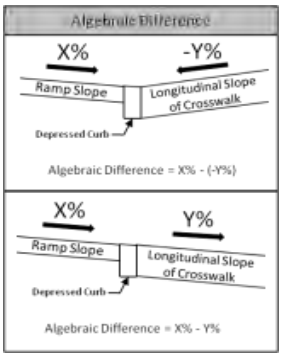
KNORR ST & ROWLAND AVE, PennDOT Location
ID # 17

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.40	%	1.70	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		20	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	3.1			
Intersection Ramp # of #		7	8			
*Ramp Location (Use Figure Below)			17			
*Curb Ramp Type	Type 1					
*North Leg	ROWLAND	(segment)	(offset)			
*North Leg Desc.	Ave					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	ROWLAND	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





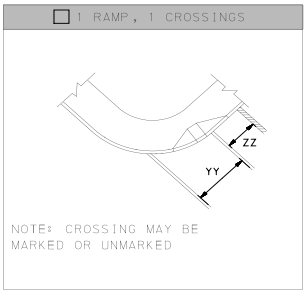


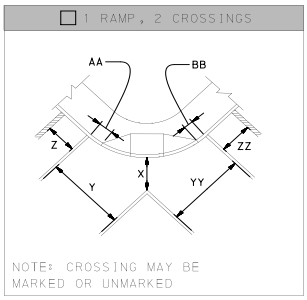


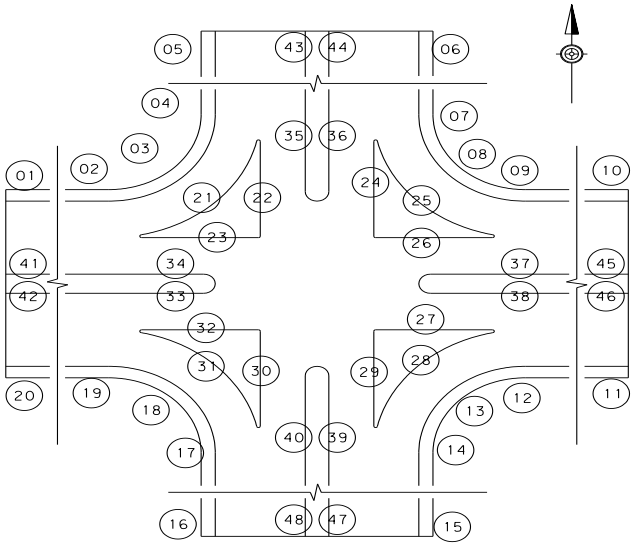
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-ROWLANDAve-KNORRSt-ROWLANDAve-KNORRSt-2023-07-10-17-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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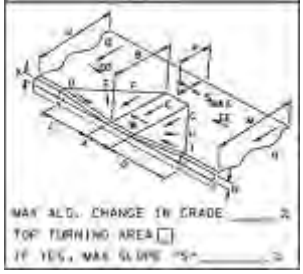
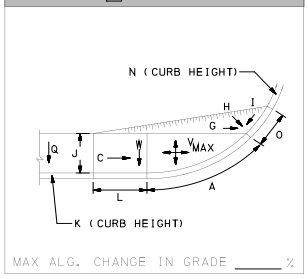
DEPARTMENT OF TRANSPORTATION

KNORR ST & ROWLAND AVE, PennDOT Location
ID # 17

☐ TYPE 1



☐ TYPE 1A



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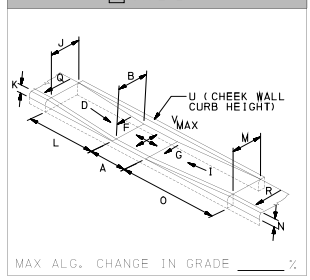

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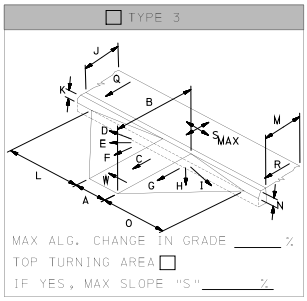

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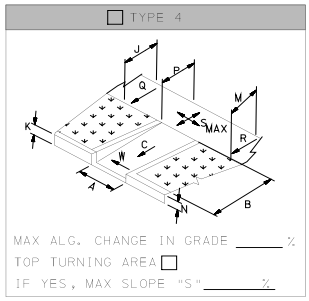
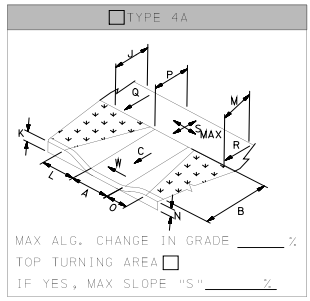


☐ TYPE 4A



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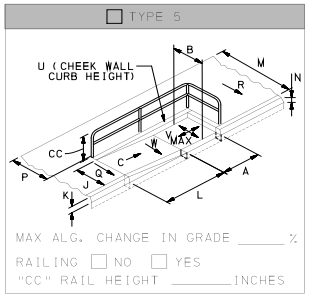

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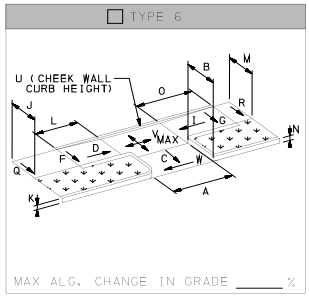

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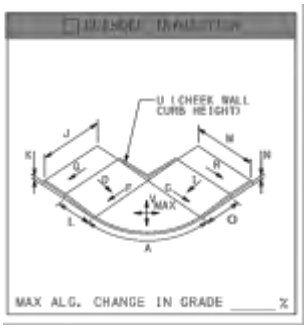
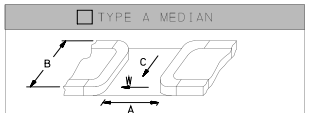


☐ NON-TYPICAL

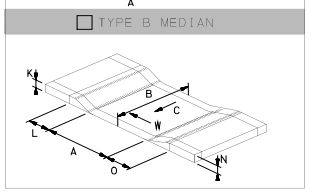
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	43	(IN)	
*	C	2.70	(%)	
*	D	4.40	(%)	
	E	5.00	(%)	
*	F	3.50	(%)	
*	G	2.80	(%)	
	H	4.00	(%)	
*	I	5.30	(%)	
*	J	86	(IN)	
	K	2	(IN)	
	L	37	(IN)	
*	M	64	(IN)	
	N	2	(IN)	
	O	32	(IN)	
*	P	59	(IN)	
*	Q	0.90	(%)	
*	R	1.30	(%)	
*	S	0.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.70	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no info
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.20	(%)	
*	EE	4.70	(%)	
	DWS Transition Strip	YES		
	DWS Transition Strip Slope (FF)	1.60	(%)	

C-06-101-60000-ROWLANDAve-KNORRSt-ROWLANDAve-KNORRSt-2023-07-10-17-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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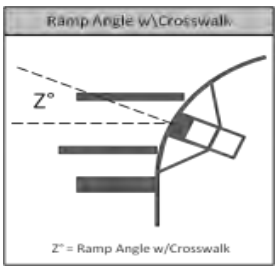
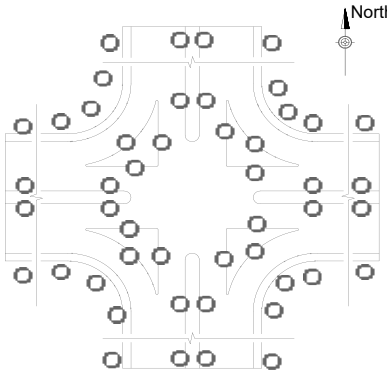
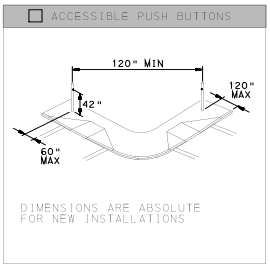
DEPARTMENT OF TRANSPORTATION

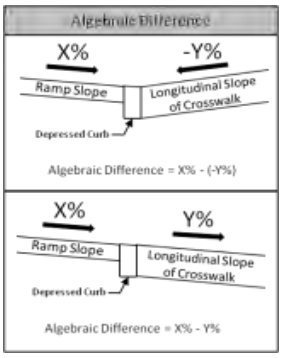
KNORR ST & ROWLAND AVE, PennDOT Location
ID # 19

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.10	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		14	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	5.2			
Intersection Ramp # of #	8	8				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	ROWLAND	(segment)	(offset)			
*North Leg Desc.	Ave					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	ROWLAND	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





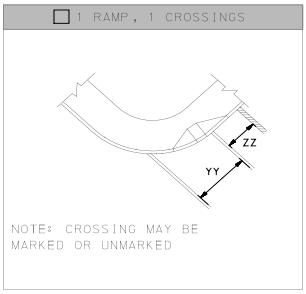


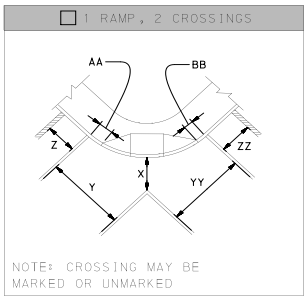


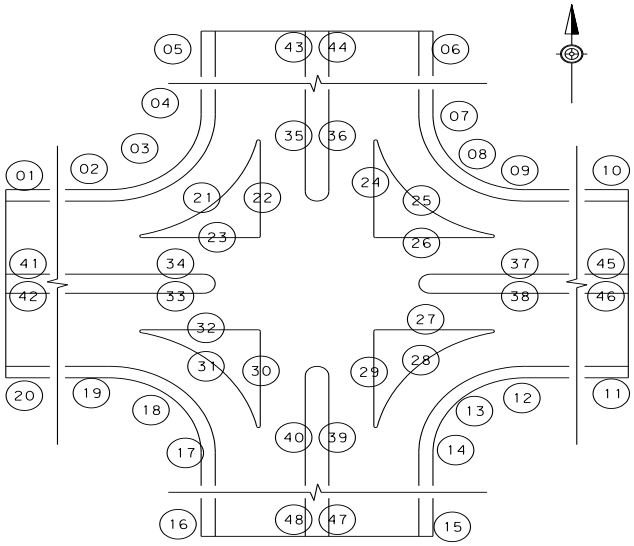
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-ROWLANDAve-KNORRSt-ROWLANDAve-KNORRSt-2023-07-10-19-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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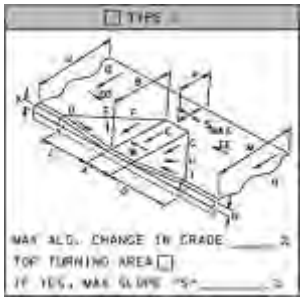
DEPARTMENT OF TRANSPORTATION

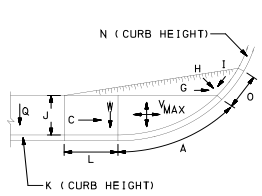
KNORR ST & ROWLAND AVE, PennDOT Location ID # 19

☐ TYPE 1



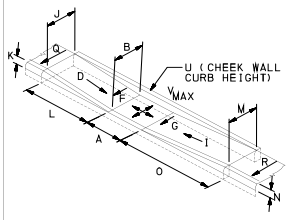
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



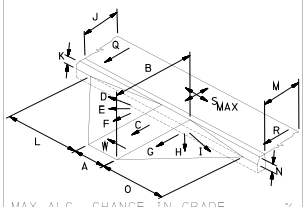
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



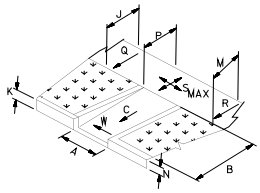
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



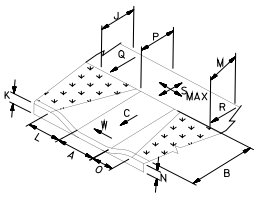
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



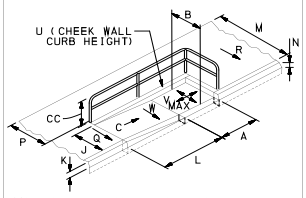
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



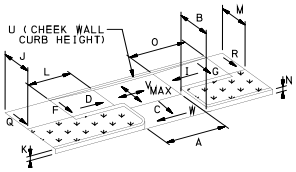
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



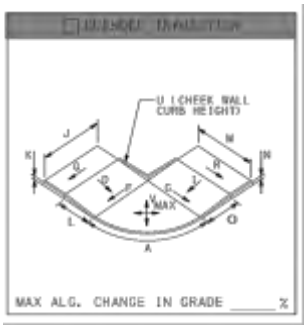
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DRIVEWAY TRANSITION



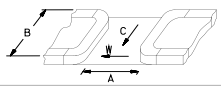
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

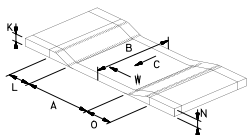
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	38	(IN)
*	C	2.20	(%)
*	D	2.10	(%)
	E	1.90	(%)
*	F	1.60	(%)
*	G	1.20	(%)
	H	3.00	(%)
*	I	5.30	(%)
*	J	86	(IN)
	K	2	(IN)
	L	29	(IN)
*	M	64	(IN)
	N	2	(IN)
	O	35	(IN)
*	P	62	(IN)
*	Q	0.90	(%)
*	R	1.30	(%)
*	S	0.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	60	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.20	(%)
*	EE	4.70	(%)

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	0.80 (%)

Comments ▲

▲ **NOTE: If additional space for typed comments is required, please use**

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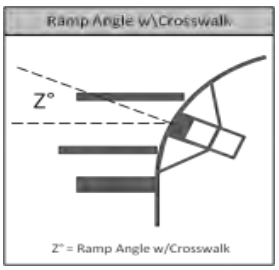
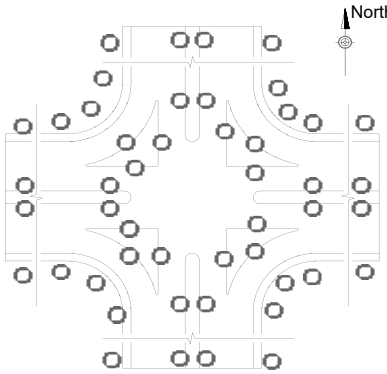
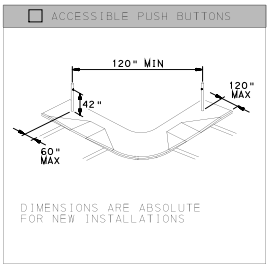
DEPARTMENT OF TRANSPORTATION

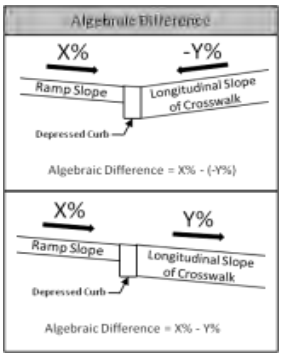
KNORR ST & RUTLAND ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.40	%	1.30	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		20	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		2	4			
*Ramp Location (Use Figure Below)			04			
*Curb Ramp Type	Type 1					
*North Leg	RUTLAND	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	RUTLAND	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





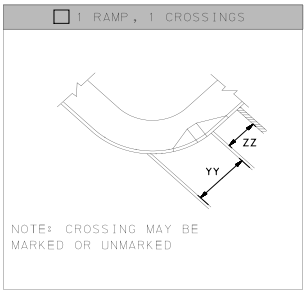


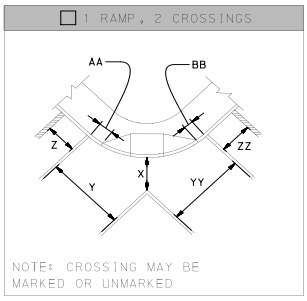


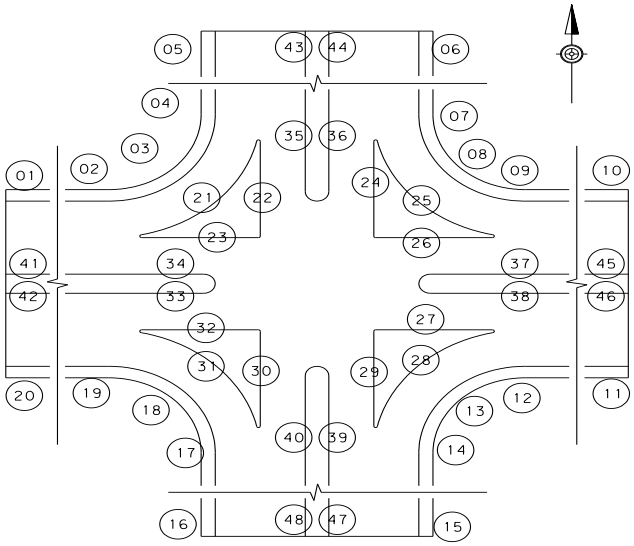
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-RUTLANDSt-KNORRSt-RUTLANDSt-KNORRSt-2023-07-10-4-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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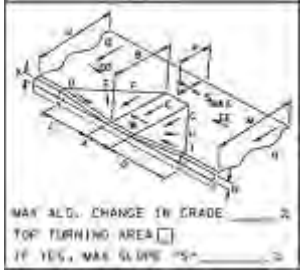
DEPARTMENT OF TRANSPORTATION

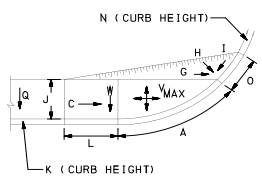
KNORR ST & RUTLAND ST, PennDOT Location ID # 4

☐ TYPE 1



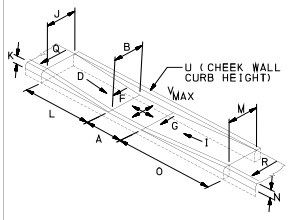
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



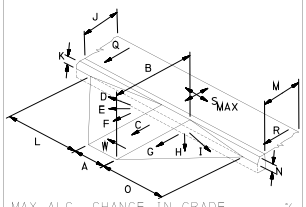
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



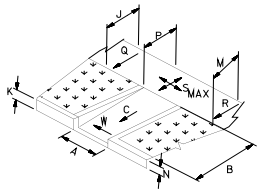
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



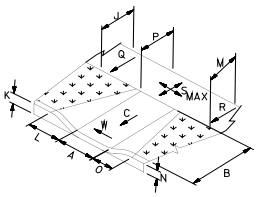
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



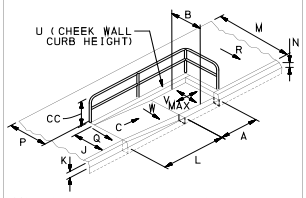
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



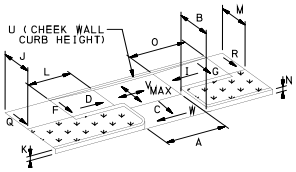
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



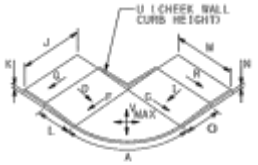
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



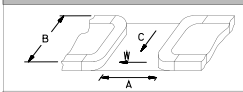
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

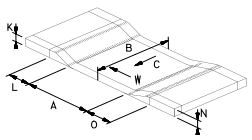
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	34	(IN)	
*	C	5.20	(%)	
*	D	4.00	(%)	
	E	5.00	(%)	
*	F	4.60	(%)	
*	G	5.50	(%)	
	H	7.70	(%)	
*	I	7.40	(%)	
*	J	95	(IN)	
	K	2	(IN)	
	L	31	(IN)	
*	M	60	(IN)	
	N	4	(IN)	
	O	40	(IN)	
*	P	49	(IN)	
*	Q	0.90	(%)	
*	R	0.50	(%)	
*	S	0.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.40	(%)	
*	EE	2.80	(%)	

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	5.00 (%)

C-06-101-60000-RUTLANDSt-KNORRSt-RUTLANDSt-KNORRSt-2023-07-10-4-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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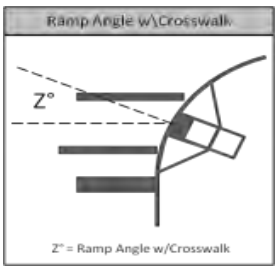
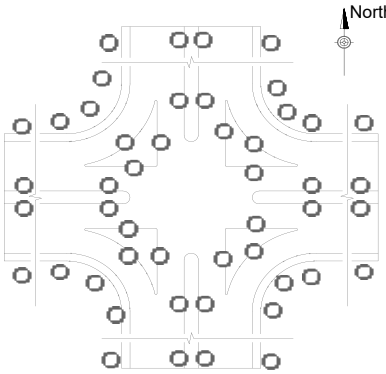
DEPARTMENT OF TRANSPORTATION

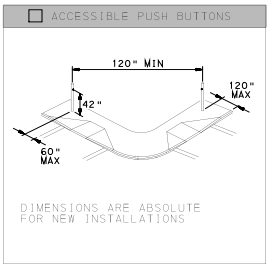
KNORR ST & RUTLAND ST, PennDOT Location ID # 14

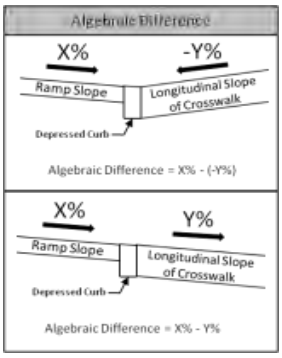
*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	6.00	%	0.40	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		23	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	3	4				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					
*North Leg	RUTLAND	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	RUTLAND	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					

Comments not recorded





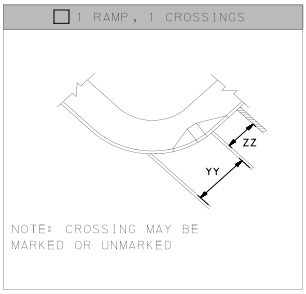


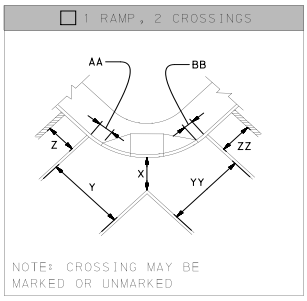


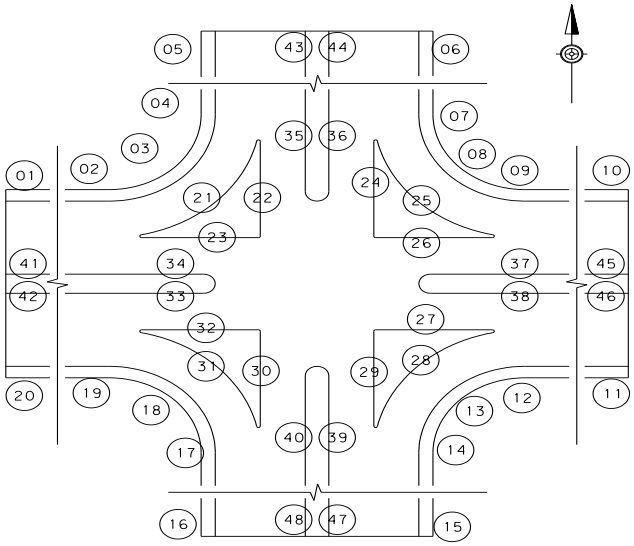
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-RUTLANDSt-KNORRSt-RUTLANDSt-KNORRSt-2023-07-10-14-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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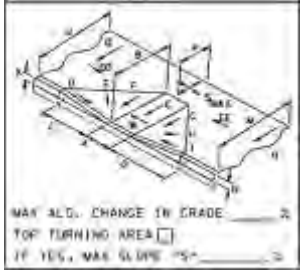
DEPARTMENT OF TRANSPORTATION

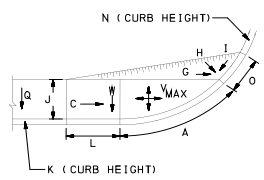
KNORR ST & RUTLAND ST, PennDOT Location ID # 14

☐ TYPE 1



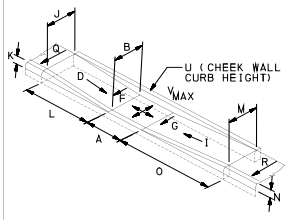
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



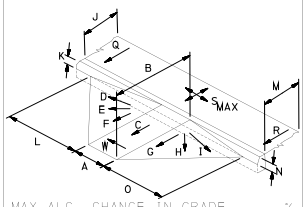
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



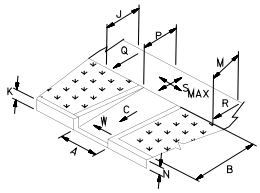
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



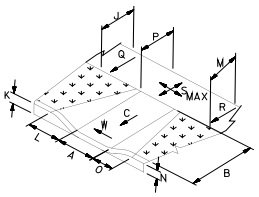
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



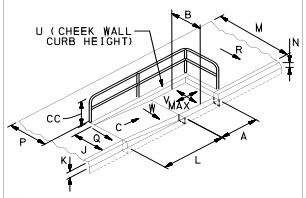
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



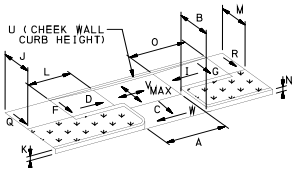
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



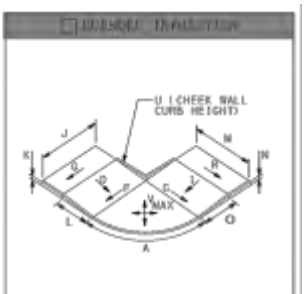
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



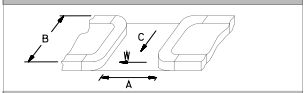
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

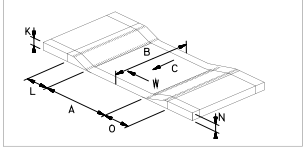
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	35	(IN)	
*	C	6.40	(%)	
*	D	9.80	(%)	
	E	10.80	(%)	
*	F	7.20	(%)	
*	G	6.00	(%)	
	H	2.50	(%)	
*	I	2.40	(%)	
*	J	90	(IN)	
	K	2	(IN)	
	L	35	(IN)	
*	M	75	(IN)	
	N	2	(IN)	
	O	27	(IN)	
*	P	48	(IN)	
*	Q	0.70	(%)	
*	R	0.20	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.90	(%)	
*	EE	1.90	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

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▲ **NOTE: If additional space for typed comments is required, please use**

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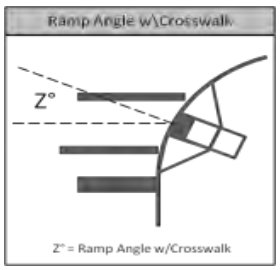
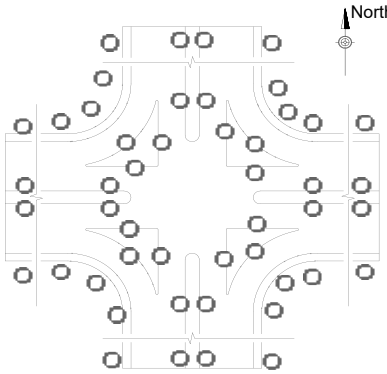
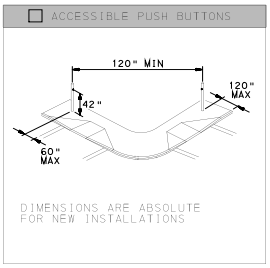
DEPARTMENT OF TRANSPORTATION

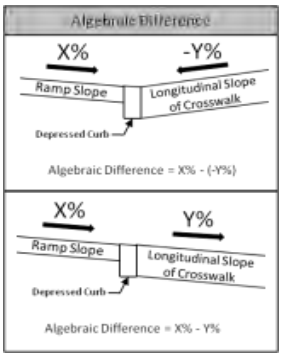
KNORR ST & RUTLAND ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.10	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		23	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	4	4	Comments not recorded		
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 1				
*North Leg	RUTLAND	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	RUTLAND	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





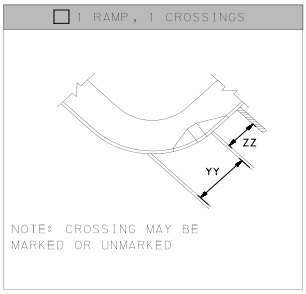


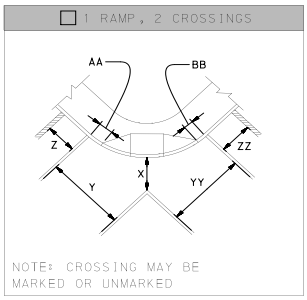


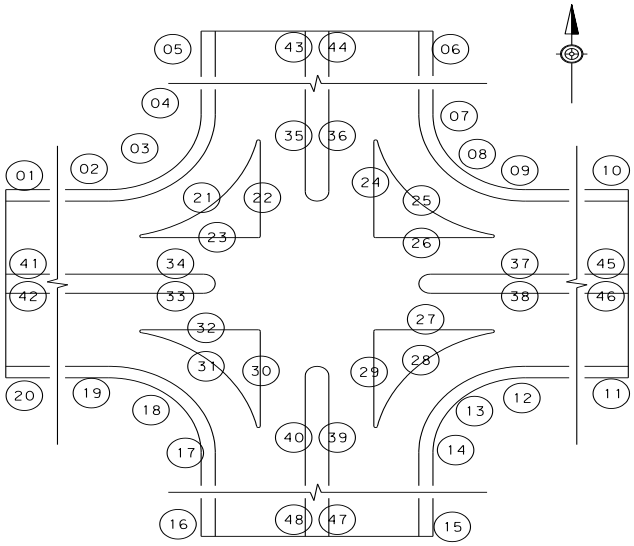
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-RUTLANDSt-KNORRSt-RUTLANDSt-KNORRSt-2023-07-10-17-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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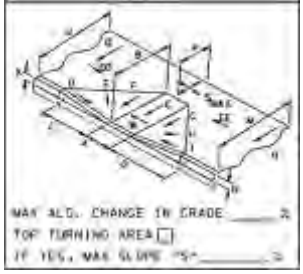
DEPARTMENT OF TRANSPORTATION

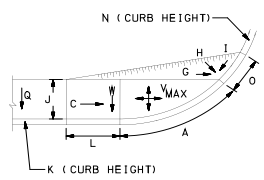
KNORR ST & RUTLAND ST, PennDOT Location ID # 17

☐ TYPE 1



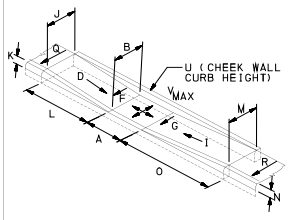
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



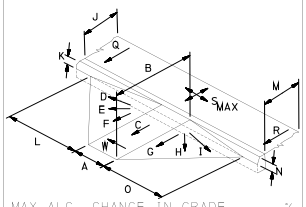
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



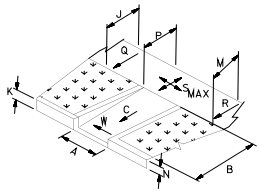
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



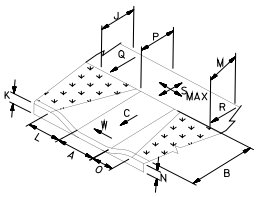
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



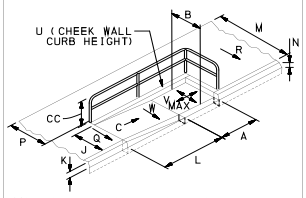
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



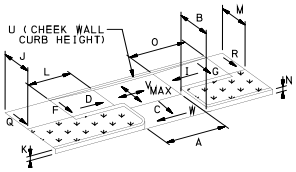
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



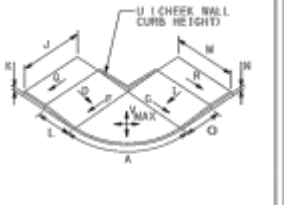
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



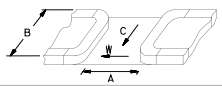
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

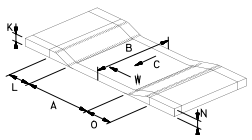
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	42	(IN)	
*	C	2.30	(%)	
*	D	1.30	(%)	
	E	0.50	(%)	
*	F	1.30	(%)	
*	G	1.90	(%)	
	H	2.60	(%)	
*	I	4.10	(%)	
*	J	90	(IN)	
	K	2	(IN)	
	L	28	(IN)	
*	M	60	(IN)	
	N	2	(IN)	
	O	31	(IN)	
*	P	48	(IN)	
*	Q	0.20	(%)	
*	R	0.90	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	99	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.10	(%)	
*	EE	1.20	(%)	

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	0.30	(%)

C-06-101-60000-RUTLANDSt-KNORRSt-RUTLANDSt-KNORRSt-2023-07-10-17-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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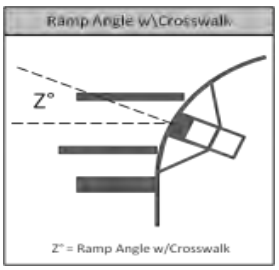
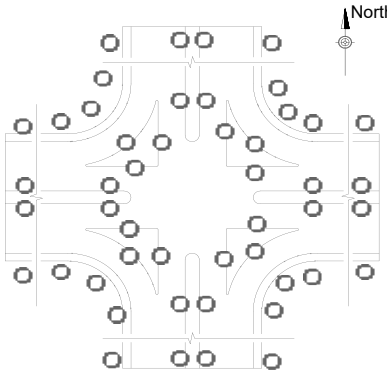
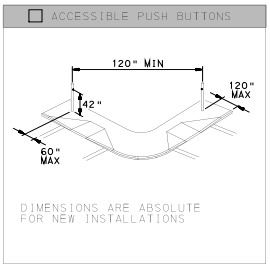
DEPARTMENT OF TRANSPORTATION

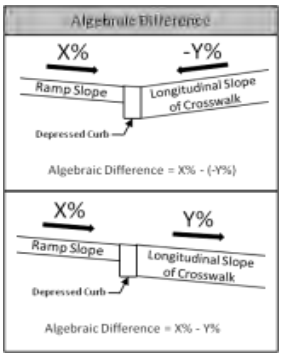
KNORR ST & SACKETT ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.90	%	0.70	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		17	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	1	8			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				
*North Leg	SACKETT	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	SACKETT	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





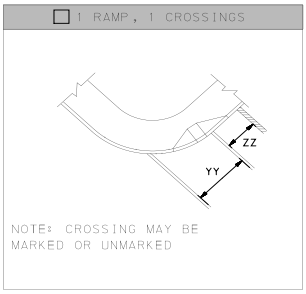


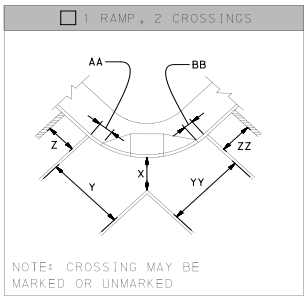


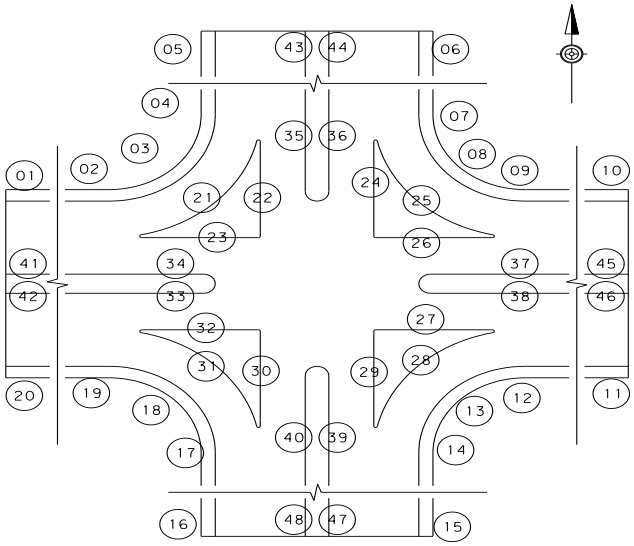
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-SACKETTSt-KNORRSt-SACKETTSt-KNORRSt-2023-07-10-2-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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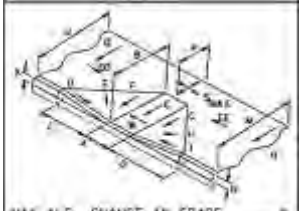
DEPARTMENT OF TRANSPORTATION

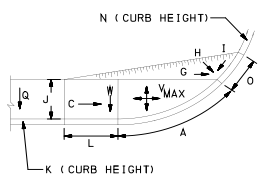
KNORR ST & SACKETT ST, PennDOT Location ID # 2

TYPE 1



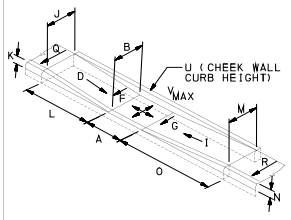
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 1A



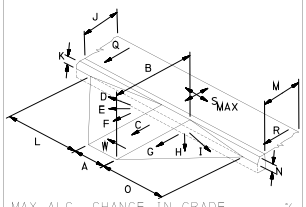
MAX ALG. CHANGE IN GRADE _____ %

TYPE 2



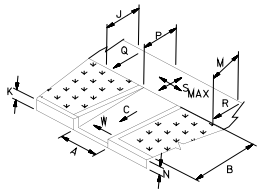
MAX ALG. CHANGE IN GRADE _____ %

TYPE 3



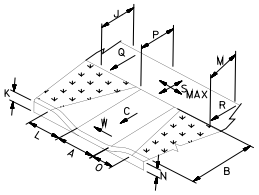
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4



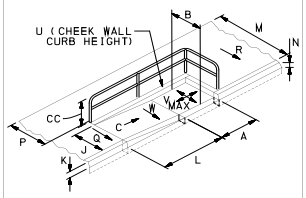
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



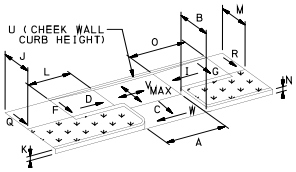
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 5



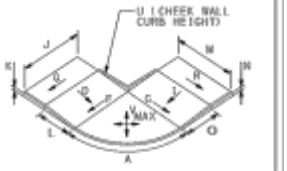
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

[redacted]



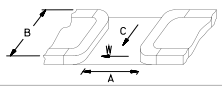
MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

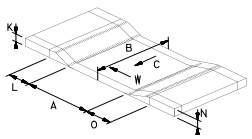
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN



TYPE B MEDIAN



		"0.00" inches or %		Comments
*	A	48	(IN)	
*	B	46	(IN)	
*	C	3.50	(%)	
*	D	3.20	(%)	
	E	5.20	(%)	
*	F	4.90	(%)	
*	G	2.00	(%)	
	H	2.70	(%)	
*	I	5.20	(%)	
*	J	60	(IN)	
	K	3	(IN)	
	L	29	(IN)	
*	M	60	(IN)	
	N	2	(IN)	
	O	33	(IN)	
*	P	54	(IN)	
*	Q	1.50	(%)	
*	R	2.00	(%)	
*	S	1.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.90	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	not available
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.60	(%)	
*	EE	4.50	(%)	

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	3.80	(%)

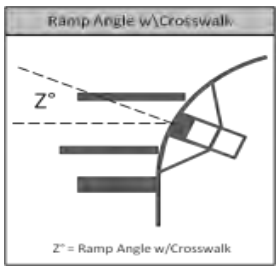
C-06-101-60000-SACKETTSt-KNORRSt-SACKETTSt-KNORRSt-2023-07-10-2-Type1

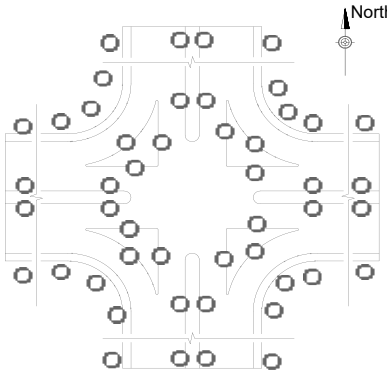
▲ **NOTE: If additional space for typed comments is required, please use**

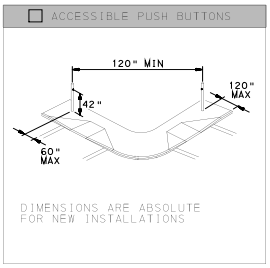
pennsylvania
DEPARTMENT OF TRANSPORTATION

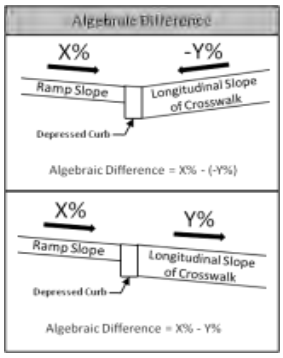
KNORR ST & SACKETT ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	0.30	%	0.90	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		26	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	2	8	Telephone Pole Prior		
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				
*North Leg	SACKETT	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	SACKETT	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





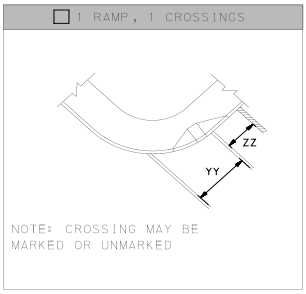


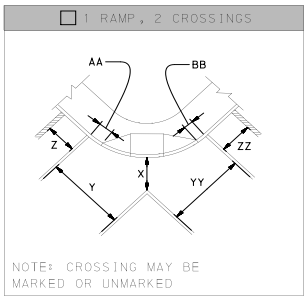


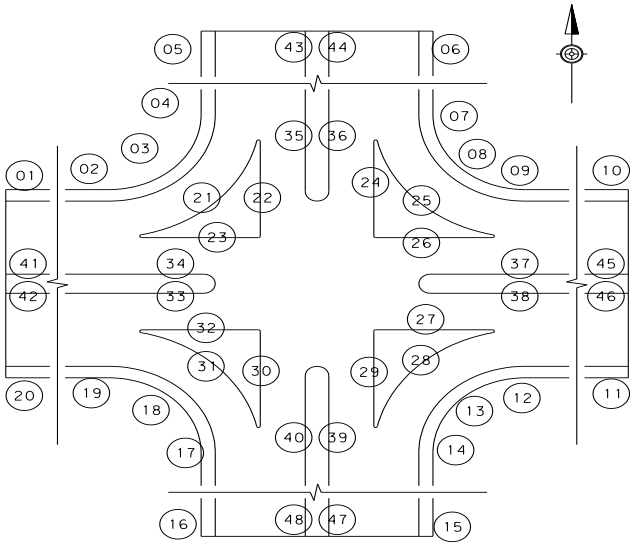
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-SACKETTSt-KNORRSt-SACKETTSt-KNORRSt-2023-07-10-4-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



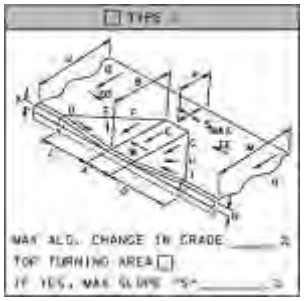




KNORR ST & SACKETT ST, PennDOT Location ID # 4

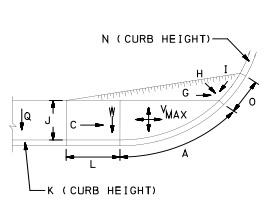
pennsylvania
DEPARTMENT OF TRANSPORTATION

☐ TYPE 1



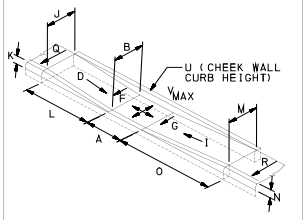
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



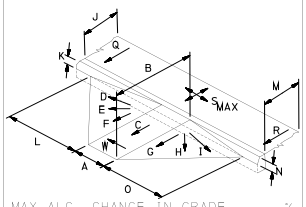
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



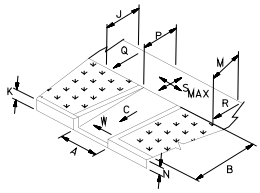
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



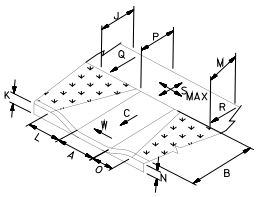
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



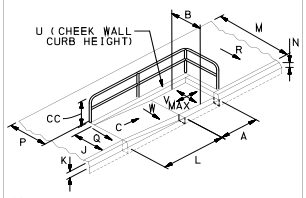
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



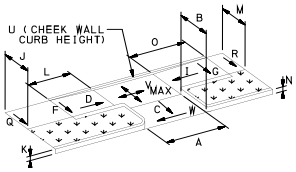
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



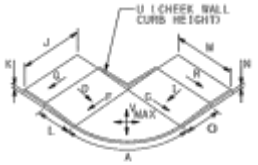
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



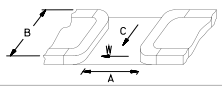
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

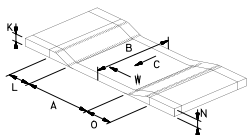
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	47	(IN)
*	C	2.40	(%)
*	D	2.10	(%)
	E	3.10	(%)
*	F	2.90	(%)
*	G	3.20	(%)
	H	999	(%)
*	I	7.00	(%)
*	J	60	(IN)
	K	2	(IN)
	L	33	(IN)
*	M	60	(IN)
	N	2	(IN)
	O	56	(IN)
*	P	58	(IN)
*	Q	1.50	(%)
*	R	2.00	(%)
*	S	1.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.60	(%)
*	EE	4.50	(%)

Comments ▲

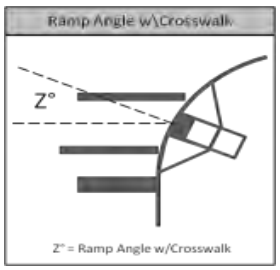
Cannot be completed

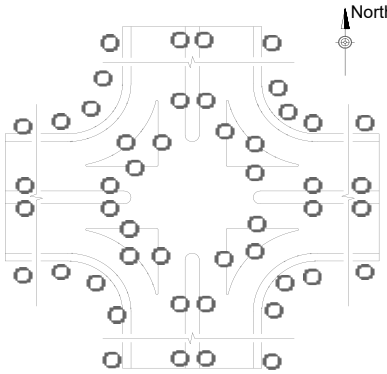
DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	3.00	(%)

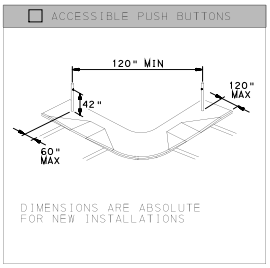
▲ **NOTE: If additional space for typed comments is required, please use**

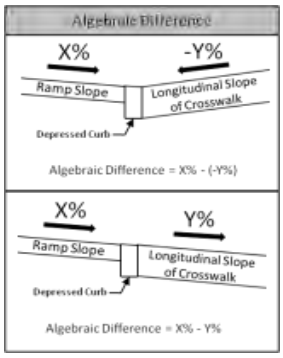
KNORR ST & SACKETT ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.60	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		11	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	3	8			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				
*North Leg	SACKETT	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	SACKETT	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





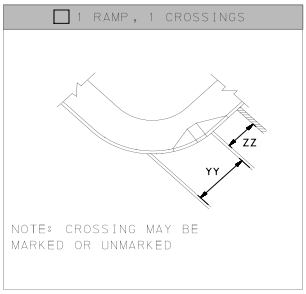


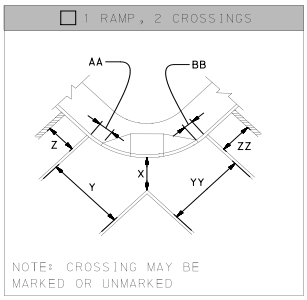


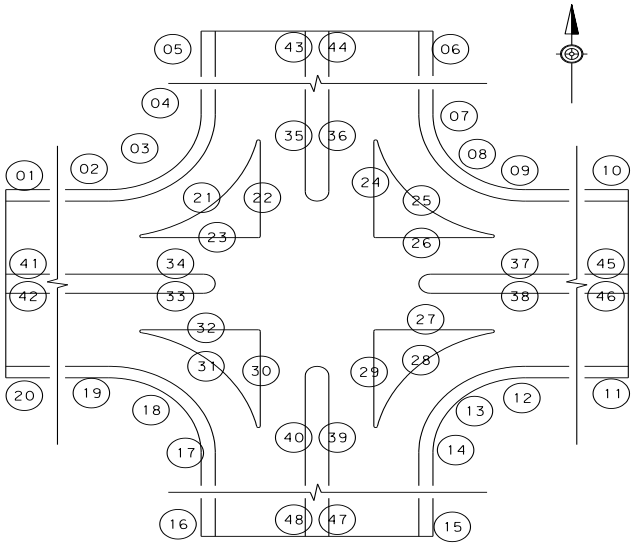
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-SACKETTSt-KNORRSt-SACKETTSt-KNORRSt-2023-07-10-7-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



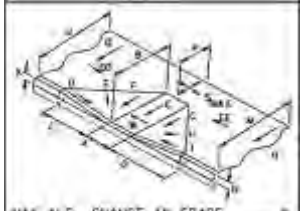




pennsylvania
DEPARTMENT OF TRANSPORTATION

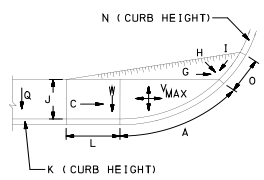
KNORR ST & SACKETT ST, PennDOT Location ID # 7

TYPE 1



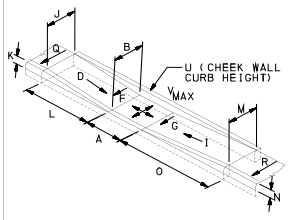
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 1A



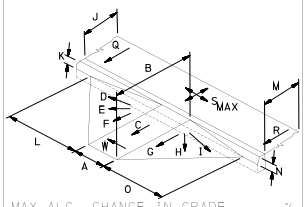
MAX ALG. CHANGE IN GRADE _____ %

TYPE 2



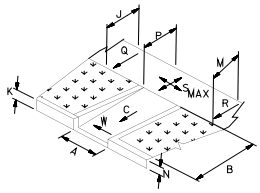
MAX ALG. CHANGE IN GRADE _____ %

TYPE 3



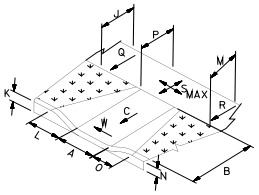
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4



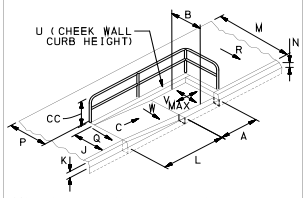
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



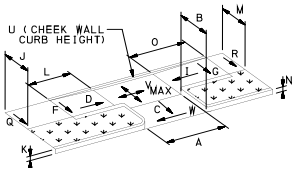
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 5



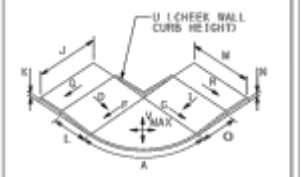
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

RAMP/SIDEWALK TRANSITION



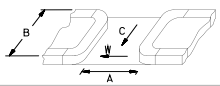
MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

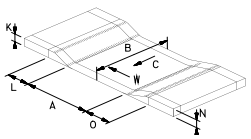
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN



TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	47	(IN)
*	C	6.50	(%)
*	D	10.00	(%)
	E	9.60	(%)
*	F	6.80	(%)
*	G	6.40	(%)
	H	7.20	(%)
*	I	7.10	(%)
*	J	60	(IN)
	K	2	(IN)
	L	34	(IN)
*	M	60	(IN)
	N	2	(IN)
	O	38	(IN)
*	P	52	(IN)
*	Q	0.60	(%)
*	R	1.10	(%)
*	S	1.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.60	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN) not available
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.00	(%)
*	EE	1.00	(%)

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	3.90 (%)

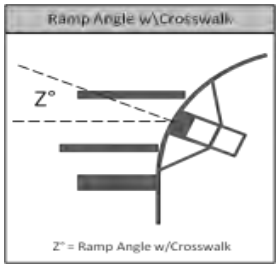
Comments ▲

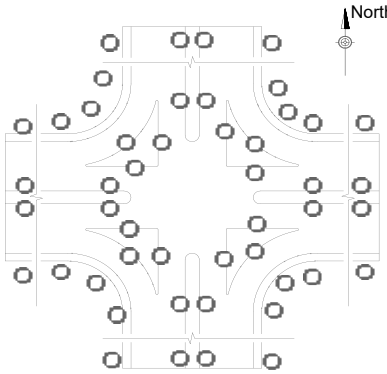
C-06-101-60000-SACKETTSt-KNORRSt-SACKETTSt-KNORRSt-2023-07-10-7-Type1

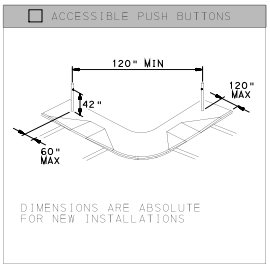
▲ **NOTE: If additional space for typed comments is required, please use**

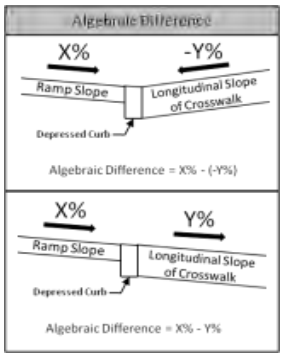
KNORR ST & SACKETT ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2023	07	10	
Designer 1	Bryan Fleming JJA			
Designer 2	Randy Kravitz TPD			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	State Route			
Photo Log Number	N/A			
Number of Photos	2			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Grate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type	PolCom			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	7.00	%	1.20	%
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	14	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:		
ECMS #		Alg Δ Grade (%)	12.7	
Intersection Ramp # of #	4	8		
*Ramp Location (Use Figure Below)		09		
*Curb Ramp Type	Type 1			
*North Leg	SACKETT	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	KNORR	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	SACKETT	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	KNORR	(segment)	(offset)	
*West Leg Desc.	St			
Ramp Coordinates	Latitude			
	Longitude			





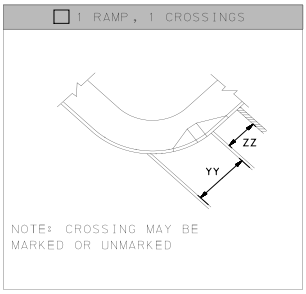


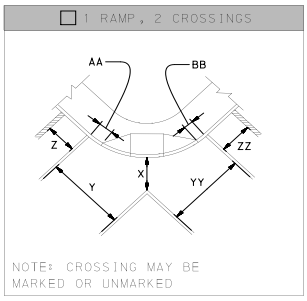


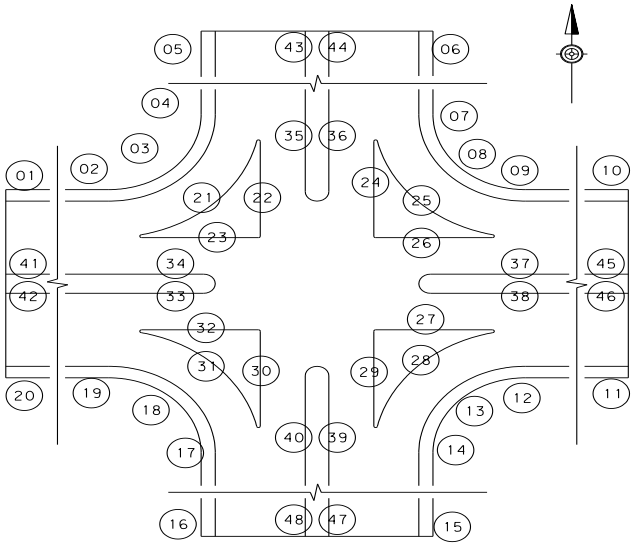
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-SACKETTSt-KNORRSt-SACKETTSt-KNORRSt-2023-07-10-9-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



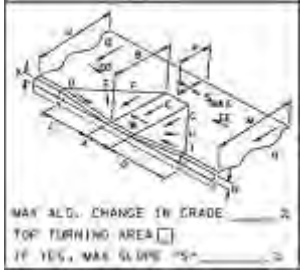




pennsylvania
DEPARTMENT OF TRANSPORTATION

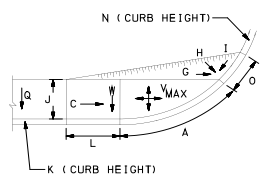
KNORR ST & SACKETT ST, PennDOT Location ID # 9

☐ TYPE 1



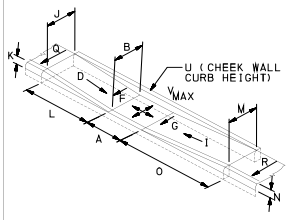
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



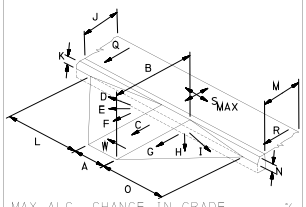
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



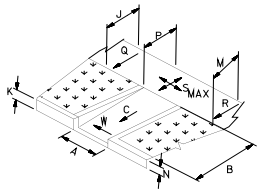
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



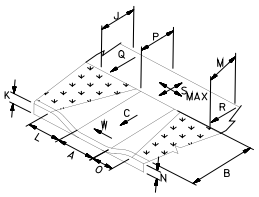
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



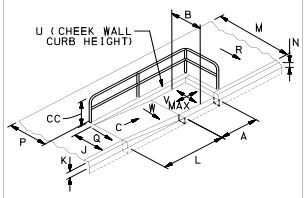
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



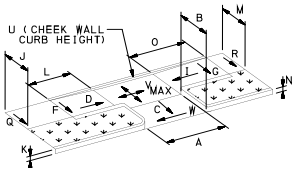
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



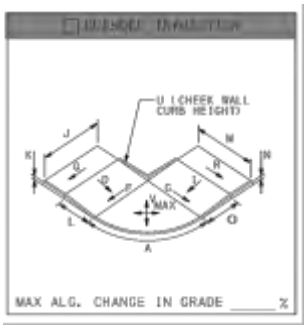
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



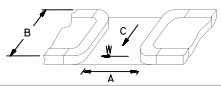
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

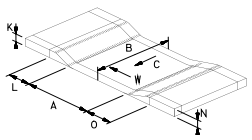
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	45	(IN)
*	C	6.20	(%)
*	D	9.40	(%)
	E	10.60	(%)
*	F	8.30	(%)
*	G	6.30	(%)
	H	4.00	(%)
*	I	0.70	(%)
*	J	60	(IN)
	K	2	(IN)
	L	34	(IN)
*	M	60	(IN)
	N	20	(IN)
	O	46	(IN)
*	P	48	(IN)
*	Q	1.50	(%)
*	R	1.60	(%)
*	S	1.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.10	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.00	(%)
*	EE	2.00	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

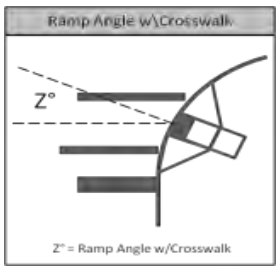
Comments ▲

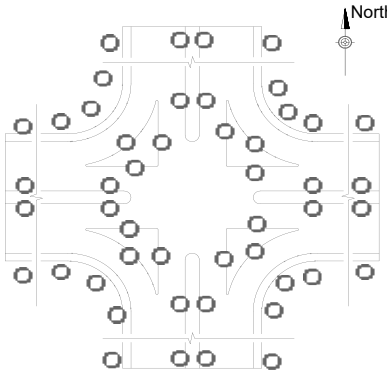
C-06-101-60000-SACKETTSt-KNORRSt-SACKETTSt-KNORRSt-2023-07-10-9-Type1

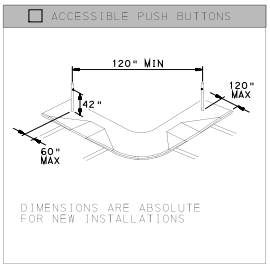
▲ **NOTE: If additional space for typed comments is required, please use**

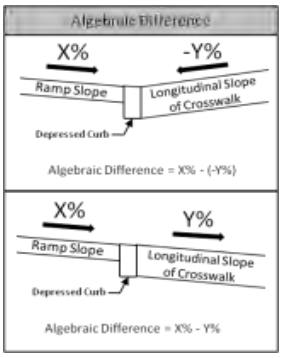
KNORR ST & SACKETT ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2023	07	10	
Designer 1	Bryan Fleming JJA			
Designer 2	Randy Kravitz TPD			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	State Route			
Photo Log Number	N/A			
Number of Photos	2			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Grate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type	PolCom			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	0.80	%	1.40	%
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk	17	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:		
ECMS #		Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	5	8		
*Ramp Location (Use Figure Below)		12		
*Curb Ramp Type	Type 1			
*North Leg	SACKETT	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	KNORR	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	SACKETT	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	KNORR	(segment)	(offset)	
*West Leg Desc.	St			
Ramp Coordinates	Latitude			
	Longitude			





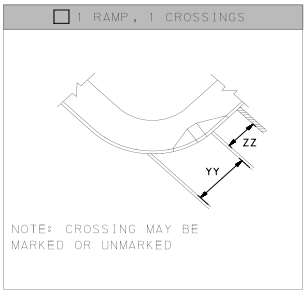


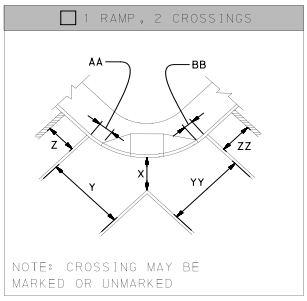


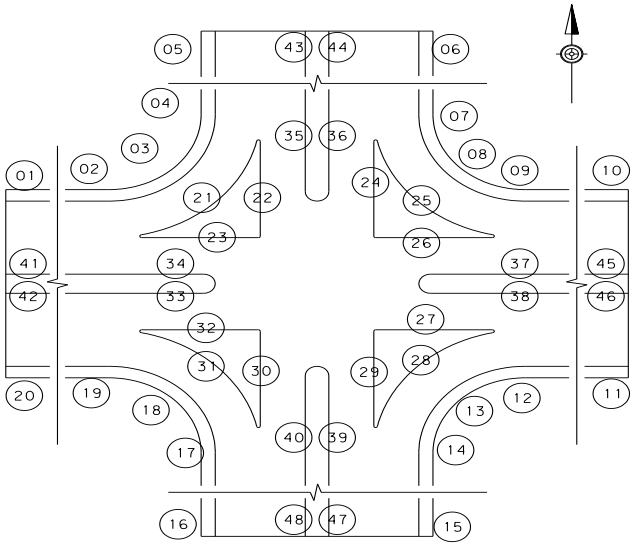
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-SACKETTSt-KNORRSt-SACKETTSt-KNORRSt-2023-07-10-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



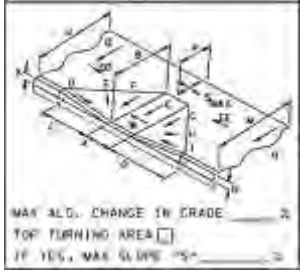




KNORR ST & SACKETT ST, PennDOT Location ID # 12

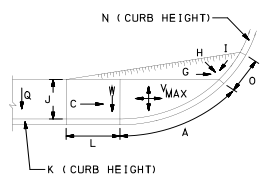
pennsylvania
DEPARTMENT OF TRANSPORTATION

☐ TYPE 1



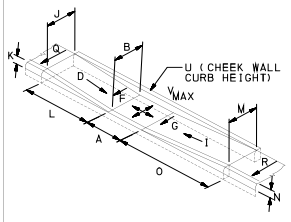
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



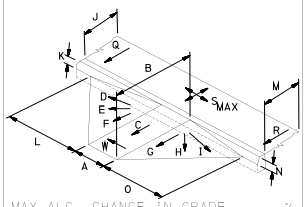
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



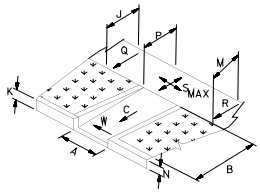
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



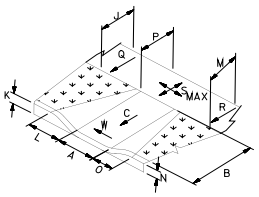
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



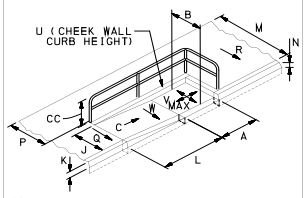
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



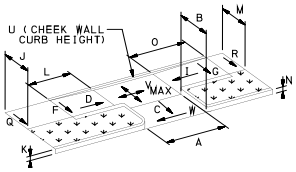
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



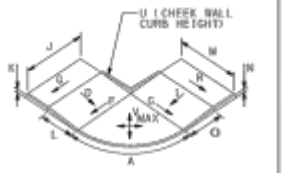
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



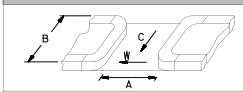
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

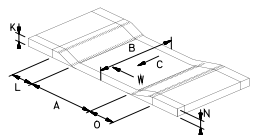
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	44	(IN)
*	C	6.30	(%)
*	D	4.40	(%)
	E	8.00	(%)
*	F	5.30	(%)
*	G	5.60	(%)
	H	6.30	(%)
*	I	4.50	(%)
*	J	84	(IN)
	K	2	(IN)
	L	36	(IN)
*	M	60	(IN)
	N	2	(IN)
	O	40	(IN)
*	P	50	(IN)
*	Q	1.50	(%)
*	R	0.50	(%)
*	S	1.10	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN) not available
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.20	(%)
*	EE	0.20	(%)

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	4.50 (%)

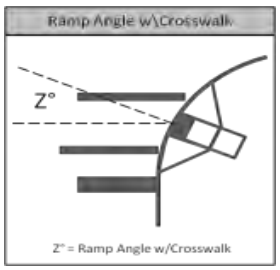
Comments ▲

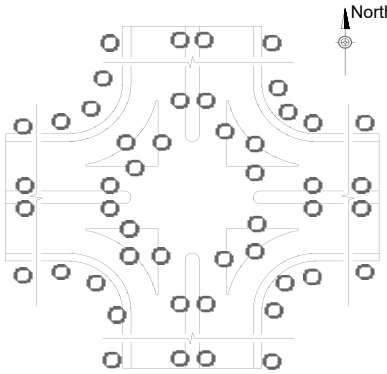
C-06-101-60000-SACKETTSt-KNORRSt-SACKETTSt-KNORRSt-2023-07-10-12-Type1

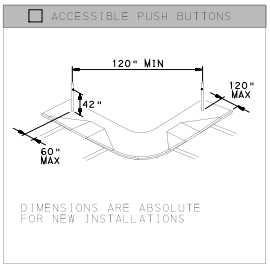
▲ **NOTE: If additional space for typed comments is required, please use**

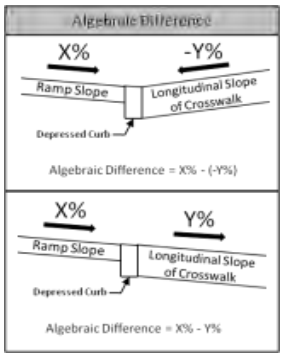
KNORR ST & SACKETT ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2023	07	10	
Designer 1	Bryan Fleming JJA			
Designer 2	Randy Kravitz TPD			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	State Route			
Photo Log Number	N/A			
Number of Photos	2			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Grate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type	PolCom			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.00	%	0.90	%
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk	14	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:		
ECMS #		Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	6	8		
*Ramp Location (Use Figure Below)		14		
*Curb Ramp Type	Type 1			
*North Leg	SACKETT	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	KNORR	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	SACKETT	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	KNORR	(segment)	(offset)	
*West Leg Desc.	St			
Ramp Coordinates	Latitude			
	Longitude			





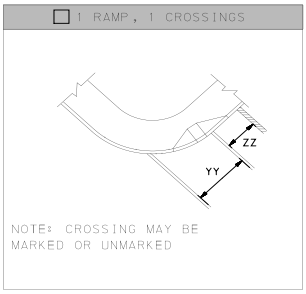


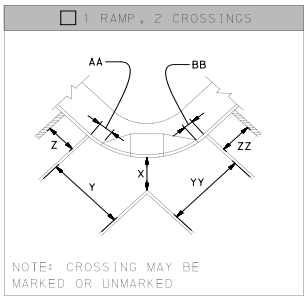


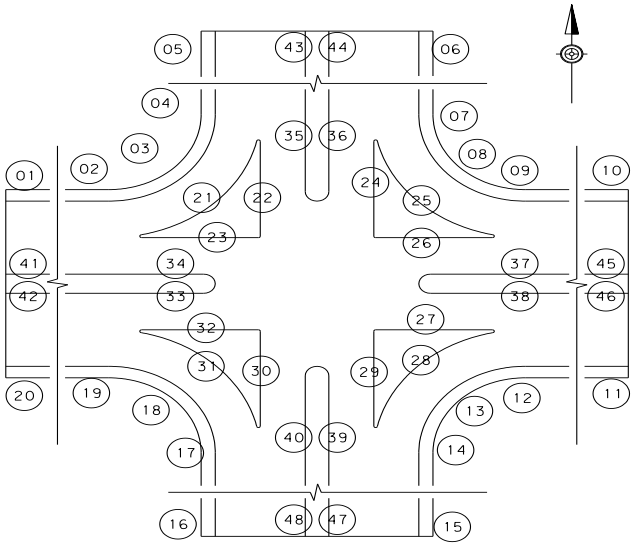
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-SACKETTSt-KNORRSt-SACKETTSt-KNORRSt-2023-07-10-14-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



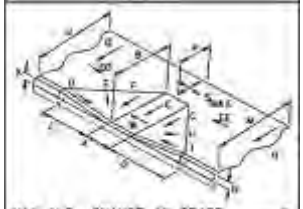




KNORR ST & SACKETT ST, PennDOT Location ID # 14

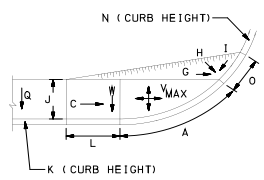
pennsylvania
DEPARTMENT OF TRANSPORTATION

☐ TYPE 1



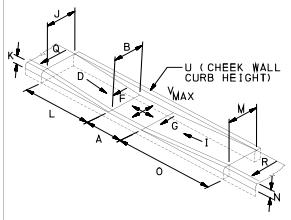
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



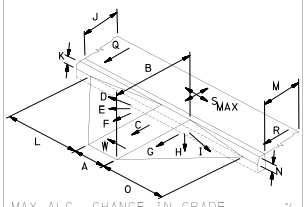
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



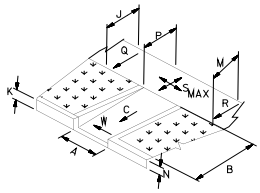
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



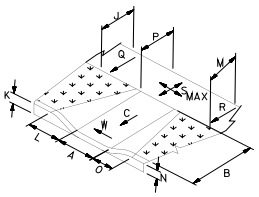
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



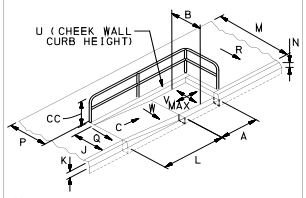
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



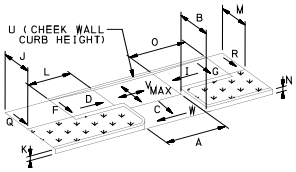
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



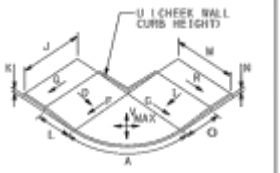
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



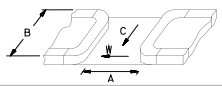
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

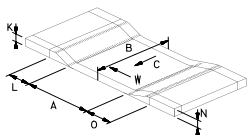
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	43	(IN)
*	C	4.80	(%)
*	D	3.20	(%)
	E	5.80	(%)
*	F	5.80	(%)
*	G	4.60	(%)
	H	4.70	(%)
*	I	4.60	(%)
*	J	84	(IN)
	K	2	(IN)
	L	46	(IN)
*	M	60	(IN)
	N	2	(IN)
	O	39	(IN)
*	P	53	(IN)
*	Q	1.50	(%)
*	R	0.50	(%)
*	S	1.10	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.20	(%)
*	EE	0.20	(%)

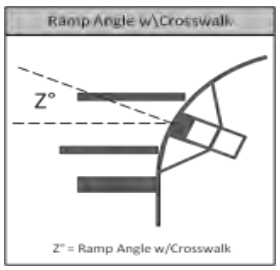
DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	4.50 (%)

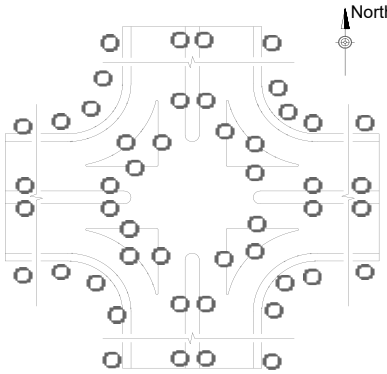
Comments ▲

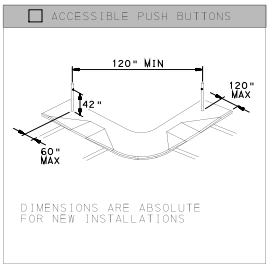
▲ **NOTE: If additional space for typed comments is required, please use**

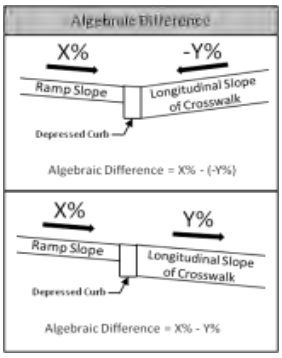
KNORR ST & SACKETT ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Flemming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.80	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		17	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	7	8			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 1				
*North Leg	SACKETT	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg		(segment)	(offset)		
*South Leg Desc.					
*West Leg		(segment)	(offset)		
*West Leg Desc.					
Ramp Coordinates	Latitude				
	Longitude				





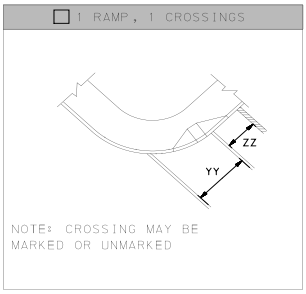


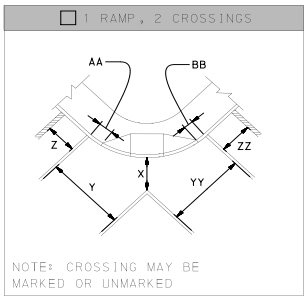


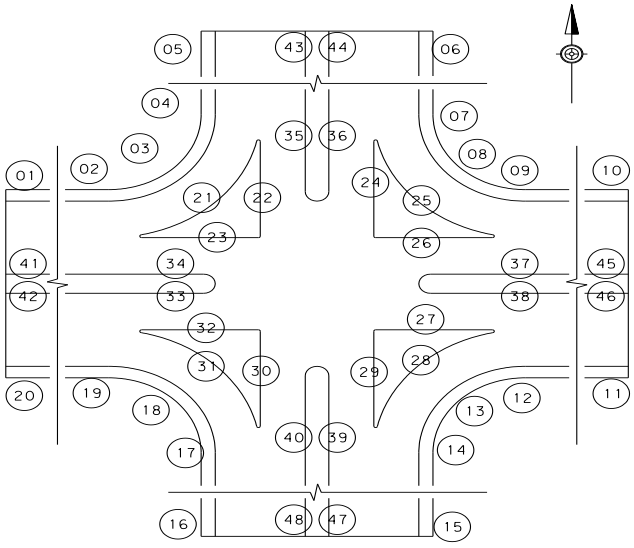
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-SACKETTSt-KNORRSt-2023-07-10-17-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



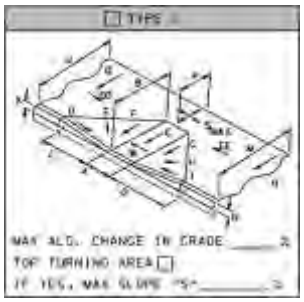




KNORR ST & SACKETT ST, PennDOT Location ID # 17

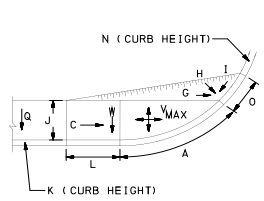
pennsylvania
DEPARTMENT OF TRANSPORTATION

☐ TYPE 1



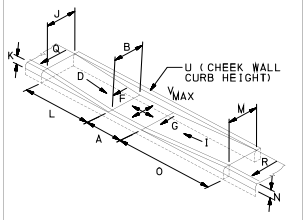
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



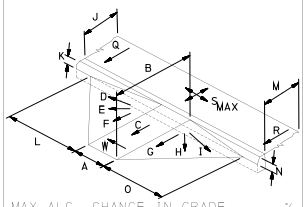
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



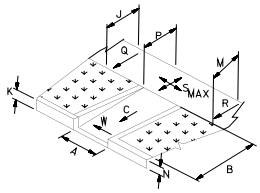
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



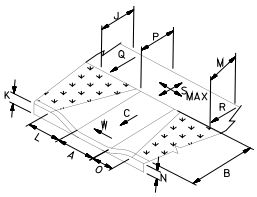
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



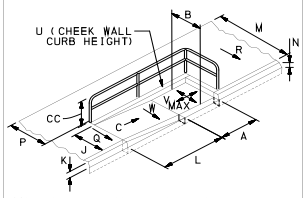
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



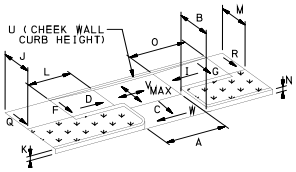
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



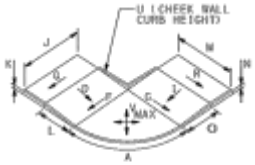
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



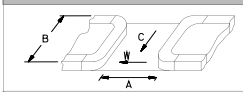
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

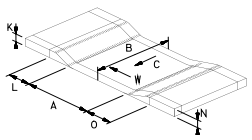
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	4.50	(%)
*	D	5.10	(%)
	E	5.70	(%)
*	F	5.30	(%)
*	G	5.40	(%)
	H	5.20	(%)
*	I	4.20	(%)
*	J	112	(IN)
	K	2	(IN)
	L	32	(IN)
*	M	112	(IN)
	N	2	(IN)
	O	27	(IN)
*	P	65	(IN)
*	Q	1.80	(%)
*	R	2.10	(%)
*	S	0.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.60	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN) not applicable
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.30	(%)
*	EE	1.10	(%)

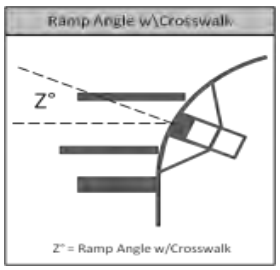
DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	4.50	(%)

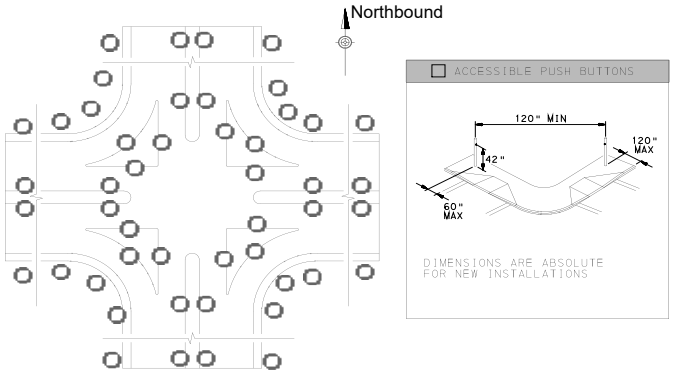
Comments ▲

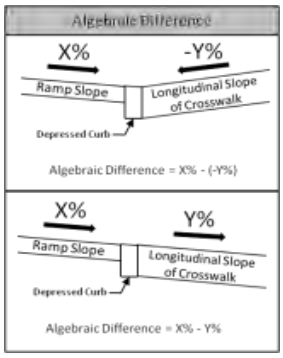
▲ **NOTE: If additional space for typed comments is required, please use**

KNORR ST & SACKETT ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2022	07	10		
Designer 1	Bryan Flemming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	3.90	%	1.50	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		20	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	8	8			
*Ramp Location (Use Figure Below)		19			
*Curb Ramp Type	Type 1				
*North Leg	SACKETT	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg		(segment)	(offset)		
*South Leg Desc.					
*West Leg		(segment)	(offset)		
*West Leg Desc.					
Ramp Coordinates	Latitude				
	Longitude				



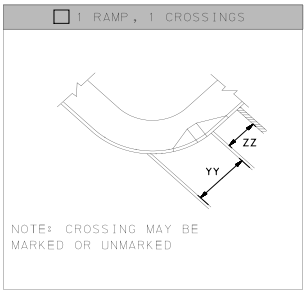


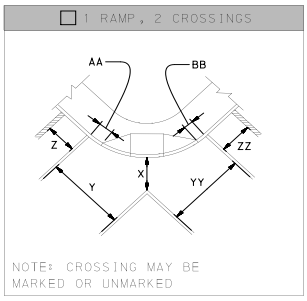


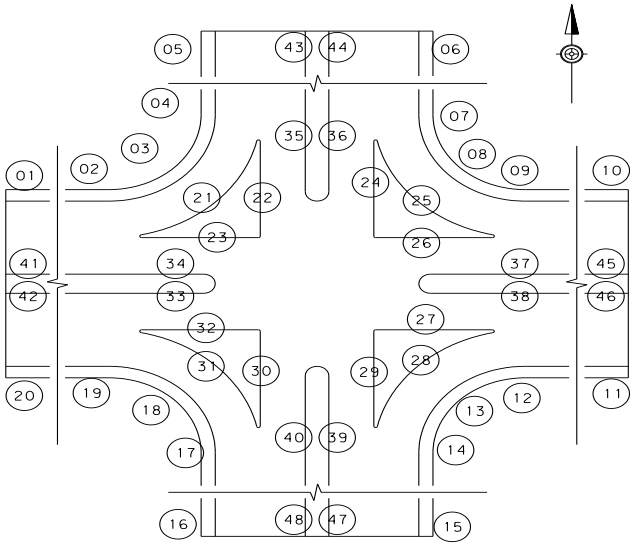
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-SACKETTSt-KNORRSt-2022-07-10-19-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



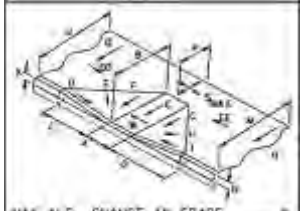




pennsylvania
DEPARTMENT OF TRANSPORTATION

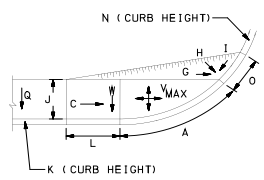
KNORR ST & SACKETT ST, PennDOT Location ID # 19

☐ TYPE 1



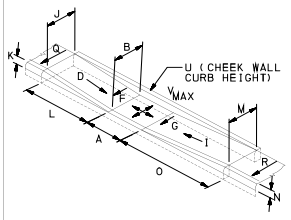
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



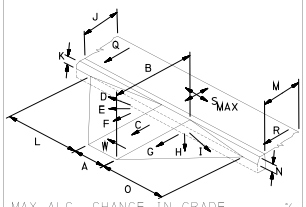
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



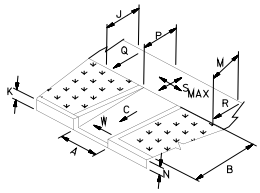
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



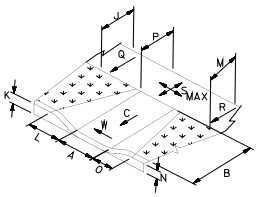
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



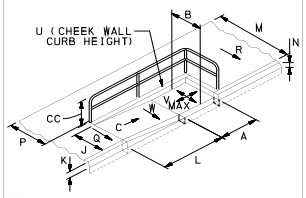
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



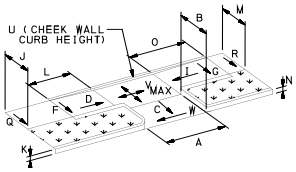
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



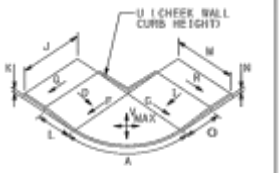
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



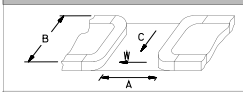
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

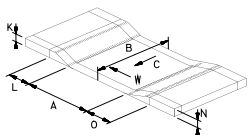
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	46	(IN)
*	C	5.90	(%)
*	D	5.50	(%)
	E	8.10	(%)
*	F	6.60	(%)
*	G	6.40	(%)
	H	6.40	(%)
*	I	5.00	(%)
*	J	112	(IN)
	K	2	(IN)
	L	25	(IN)
*	M	112	(IN)
	N	2	(IN)
	O	42	(IN)
*	P	58	(IN)
*	Q	1.80	(%)
*	R	2.10	(%)
*	S	0.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	60	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.30	(%)
*	EE	1.10	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	5.60 (%)

Comments ▲

▲ **NOTE: If additional space for typed comments is required, please use**

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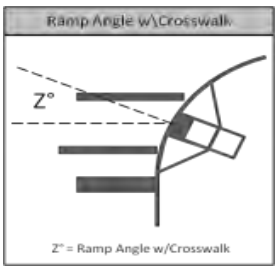
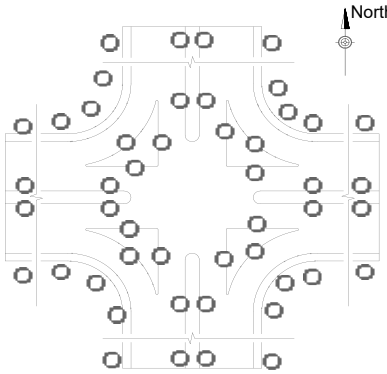
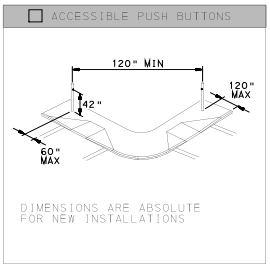
KNORR ST & SOUDER ST, PennDOT Location ID # 4

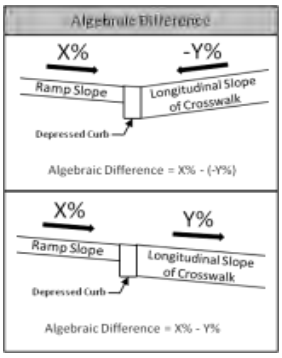
*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.20	%	0.40	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		26	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	1	2			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				
*North Leg	SOUDER	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	SOUDER	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				

Comments not recorded





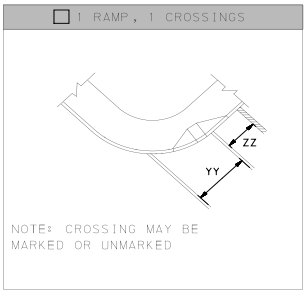


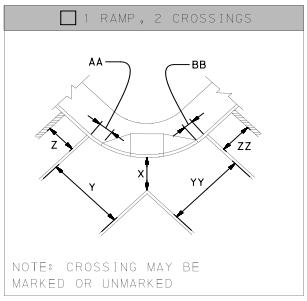


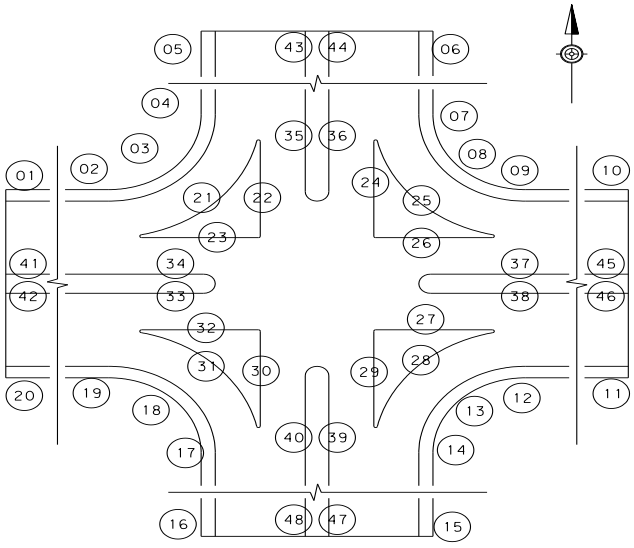
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-SOUDERSt-KNORRSt-SOUDERSt-KNORRSt-2023-07-10-4-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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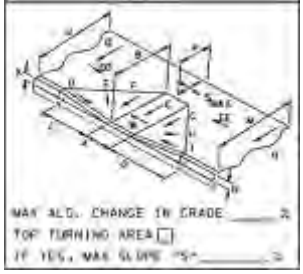
DEPARTMENT OF TRANSPORTATION

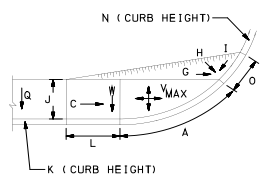
KNORR ST & SOUDER ST, PennDOT Location ID # 4

☐ TYPE 1



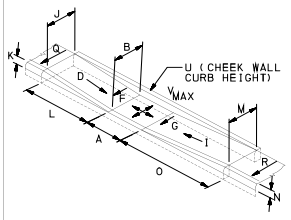
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



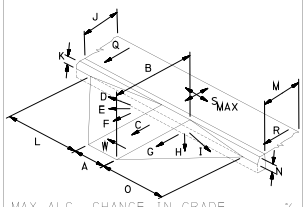
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



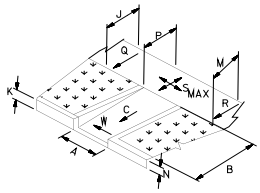
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



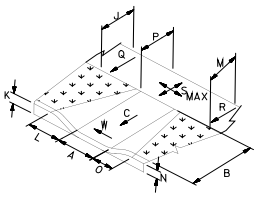
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



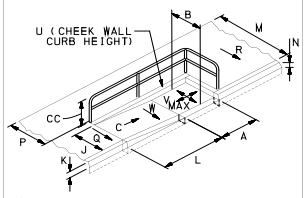
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



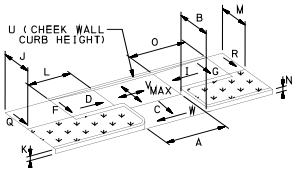
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



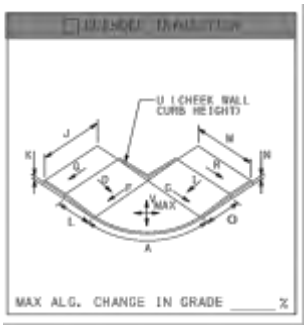
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSITION



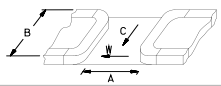
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

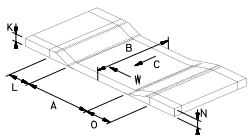
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



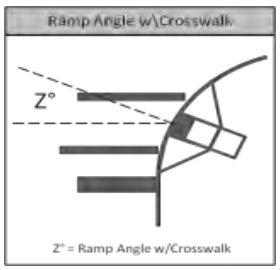
	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	30	(IN)	
*	C	3.60	(%)	
*	D	3.90	(%)	
	E	6.10	(%)	
*	F	5.10	(%)	
*	G	2.80	(%)	
	H	3.80	(%)	
*	I	4.30	(%)	
*	J	87	(IN)	
	K	2	(IN)	
	L	46	(IN)	
*	M	82	(IN)	
	N	2	(IN)	
	O	33	(IN)	
*	P	52	(IN)	
*	Q	0.80	(%)	
*	R	1.30	(%)	
*	S	0.90	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.70	(%)	
*	EE	7.20	(%)	

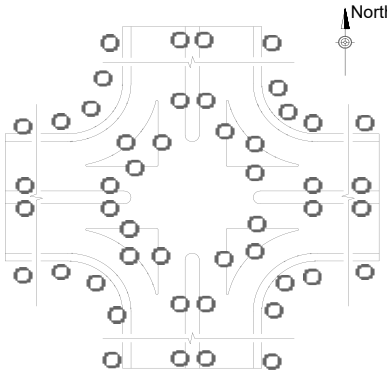
DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

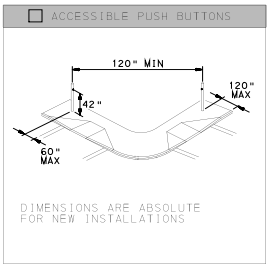
▲ **NOTE: If additional space for typed comments is required, please use**

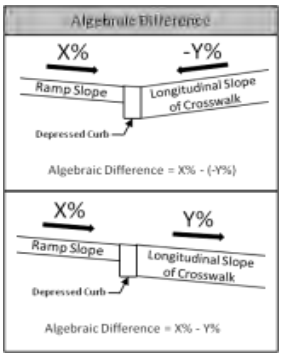
KNORR ST & SOUDER ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.20	%	0.40	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		26	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	2	2	No comments recorded			
*Ramp Location (Use Figure Below)		07				
*Curb Ramp Type	Type 1					
*North Leg	SOUDER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	SOUDER	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





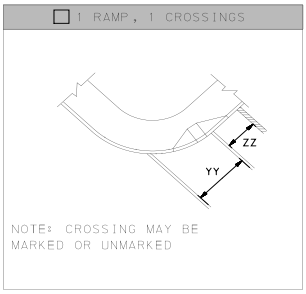


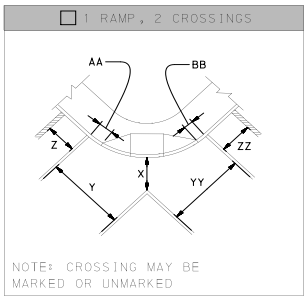


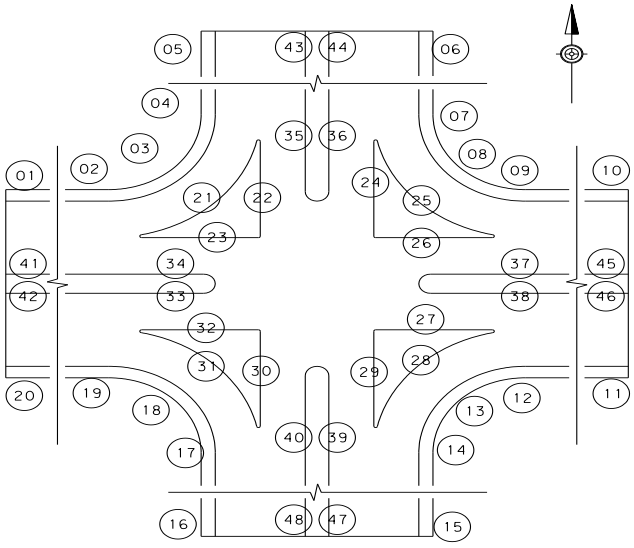
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-SOUDERSt-KNORRSt-SOUDERSt-KNORRSt-2023-07-10-7-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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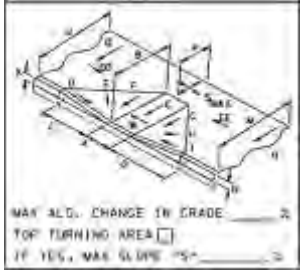
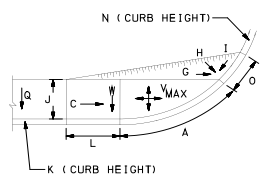
KNORR ST & SOUDER ST, PennDOT Location ID # 7

☐ TYPE 1



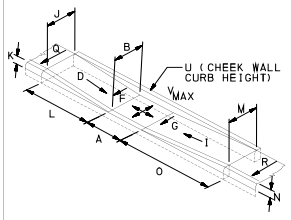
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



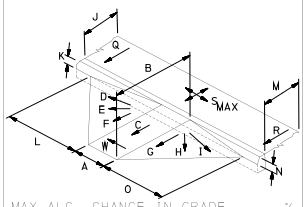
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



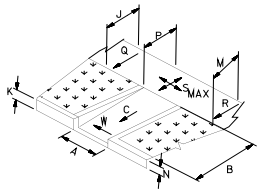
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



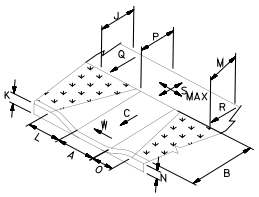
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



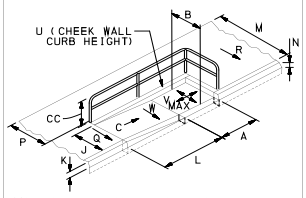
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



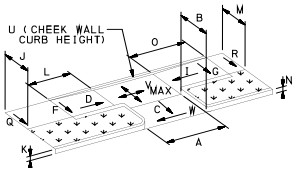
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



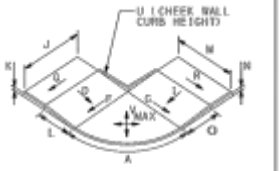
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DRIVEWAY TRANSITION



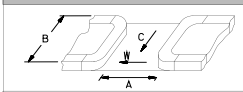
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

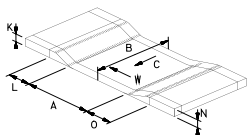
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	32	(IN)	
*	C	4.80	(%)	
*	D	5.60	(%)	
	E	7.50	(%)	
*	F	5.60	(%)	
*	G	3.90	(%)	
	H	5.00	(%)	
*	I	4.20	(%)	
*	J	86	(IN)	
	K	3	(IN)	
	L	37	(IN)	
*	M	90	(IN)	
	N	3	(IN)	
	O	36	(IN)	
*	P	56	(IN)	
*	Q	1.20	(%)	
*	R	0.30	(%)	
*	S	1.20	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.90	(%)	
*	EE	0.10	(%)	

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	5.00 (%)

▲ **NOTE: If additional space for typed comments is required, please use**

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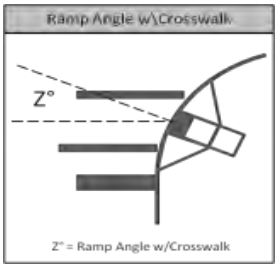
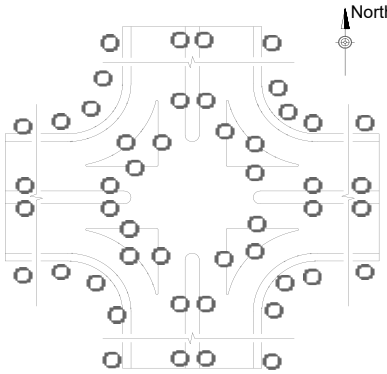
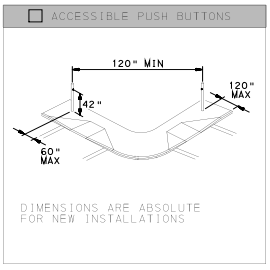
DEPARTMENT OF TRANSPORTATION

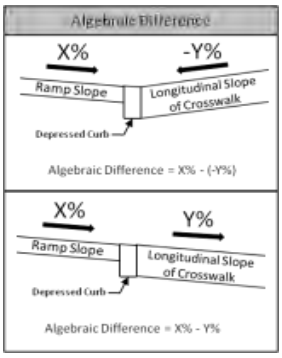
KNORR ST & SYLVESTER ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TTPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.80	%	0.90	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		15	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		1	4			
*Ramp Location (Use Figure Below)			04			
*Curb Ramp Type	Type 1					
*North Leg	SYLVESTER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	SYLVESTER	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





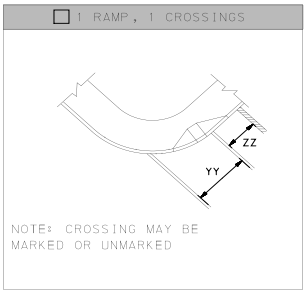


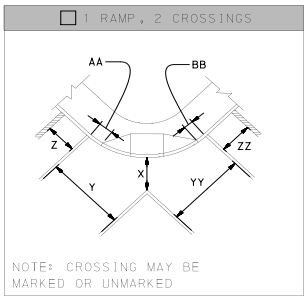


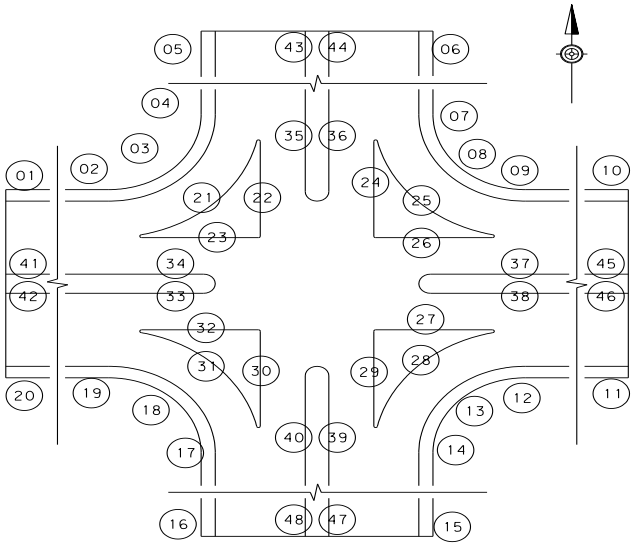
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-SYLVESTERSt-KNORRSt-SYLVESTERSt-KNORRSt-2023-07-10-4-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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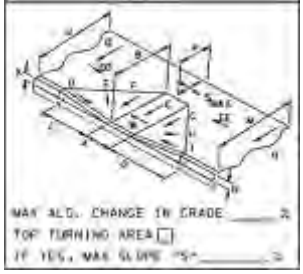
DEPARTMENT OF TRANSPORTATION

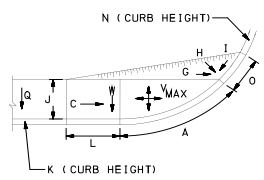
KNORR ST & SYLVESTER ST, PennDOT Location ID # 4

☐ TYPE 1



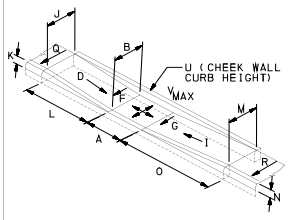
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



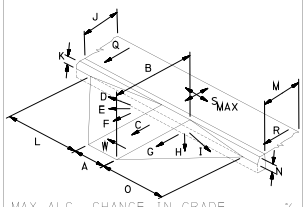
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



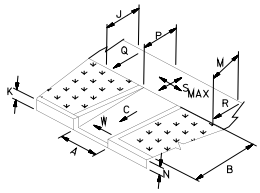
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



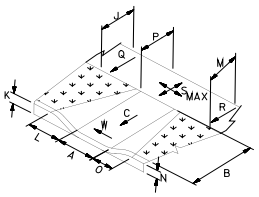
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



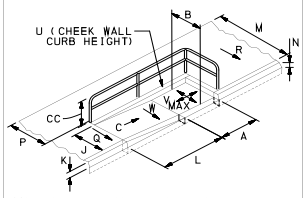
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



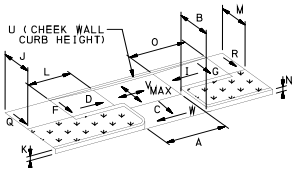
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



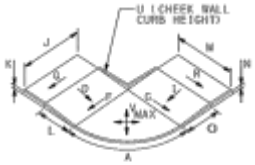
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



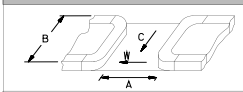
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

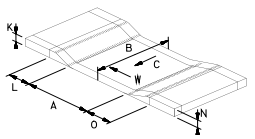
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	38	(IN)	
*	C	4.20	(%)	
*	D	8.40	(%)	
	E	8.60	(%)	
*	F	7.10	(%)	
*	G	6.00	(%)	
	H	6.60	(%)	
*	I	5.20	(%)	
*	J	90	(IN)	
	K	2	(IN)	
	L	47	(IN)	
*	M	80	(IN)	
	N	4	(IN)	
	O	51	(IN)	
*	P	60	(IN)	
*	Q	0.90	(%)	
*	R	1.90	(%)	
*	S	0.90	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.70	(%)	
*	EE	3.10	(%)	

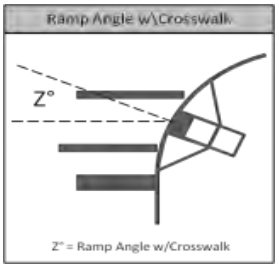
DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	4.80 (%)

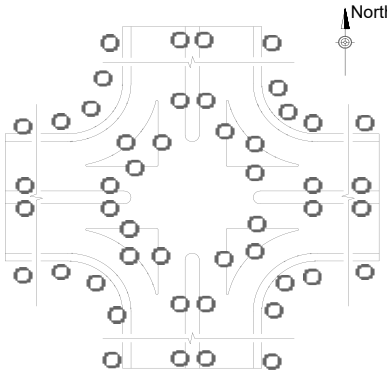
▲ **NOTE: If additional space for typed comments is required, please use**

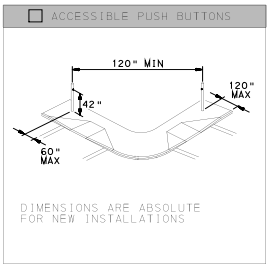
pennsylvania
DEPARTMENT OF TRANSPORTATION

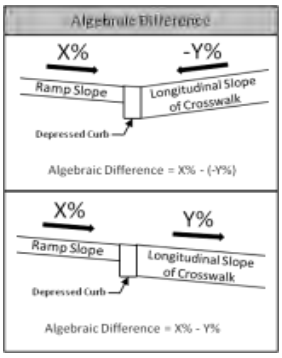
KNORR ST & SYLVESTER ST, PennDOT Location
ID # 7

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.30	%	1.60	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		12	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		2	4			
*Ramp Location (Use Figure Below)			07			
*Curb Ramp Type	Type 1					
*North Leg	SYLVESTER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	SYLVESTER	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





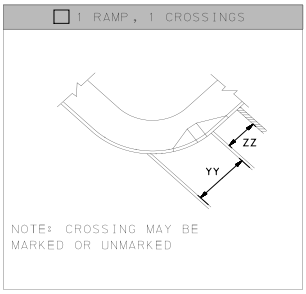


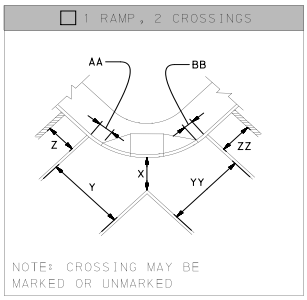


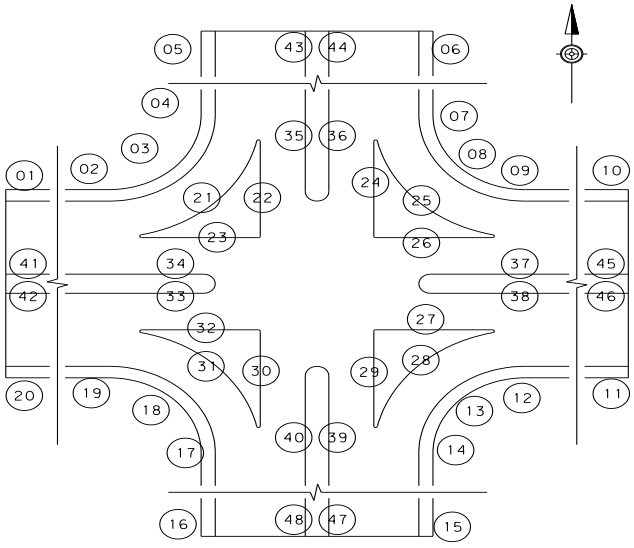
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-SYLVESTERSt-KNORRSt-SYLVESTERSt-KNORRSt-2023-07-10-7-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



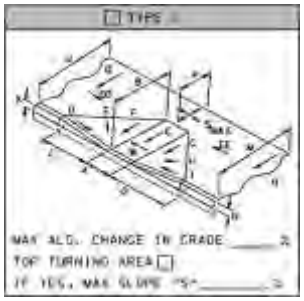




pennsylvania
DEPARTMENT OF TRANSPORTATION

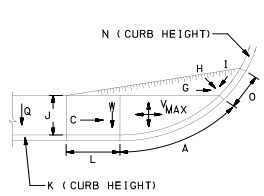
KNORR ST & SYLVESTER ST, PennDOT Location ID # 7

☐ TYPE 1



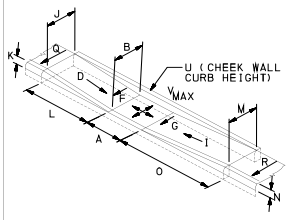
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



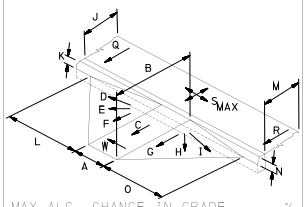
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



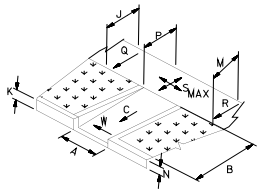
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



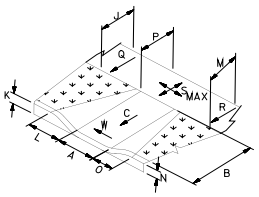
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



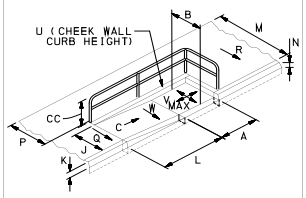
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



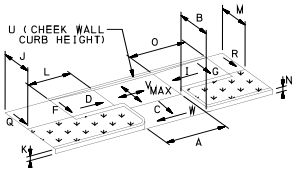
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



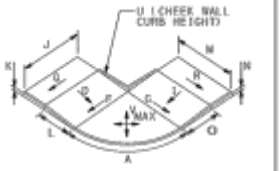
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DRIVEWAY TRANSITION



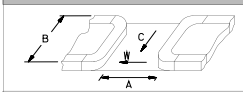
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

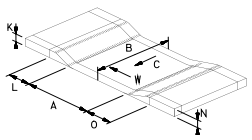
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	45	(IN)	
*	C	5.20	(%)	
*	D	6.60	(%)	
	E	7.00	(%)	
*	F	6.20	(%)	
*	G	6.20	(%)	
	H	6.70	(%)	
*	I	5.30	(%)	
*	J	90	(IN)	
	K	5	(IN)	
	L	33	(IN)	
*	M	90	(IN)	
	N	6	(IN)	
	O	46	(IN)	
*	P	57	(IN)	
*	Q	1.20	(%)	
*	R	0.80	(%)	
*	S	1.10	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.70	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.70	(%)	
*	EE	2.00	(%)	

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	4.60	(%)

C-06-101-60000-SYLVESTERSt-KNORRSt-SYLVESTERSt-KNORRSt-2023-07-10-7-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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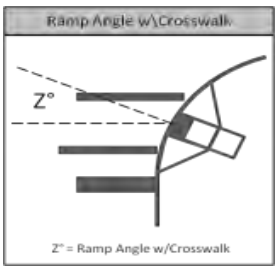
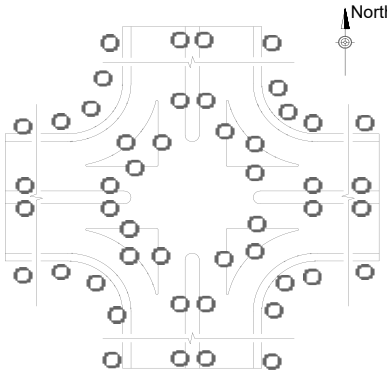
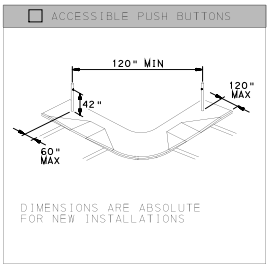
DEPARTMENT OF TRANSPORTATION

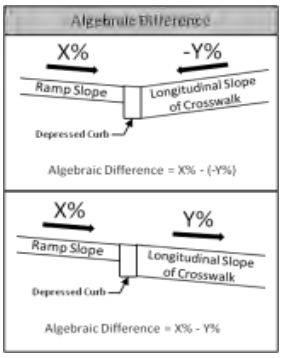
KNORR ST & SYLVESTER ST, PennDOT Location
ID # 14

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.10	%	0.80	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		11	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		3	4			
*Ramp Location (Use Figure Below)			14			
*Curb Ramp Type	Type 1					
*North Leg	SYLVESTER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	SYLVESTER	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





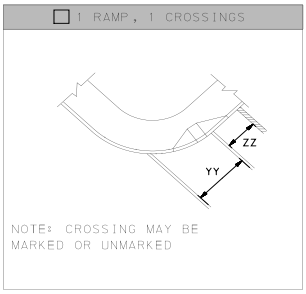


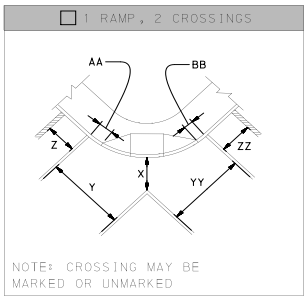


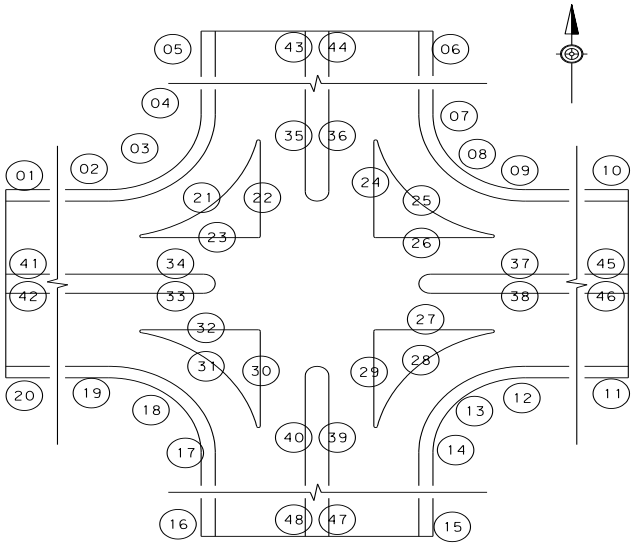
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-SYLVESTERSt-KNORRSt-SYLVESTERSt-KNORRSt-2023-07-10-14-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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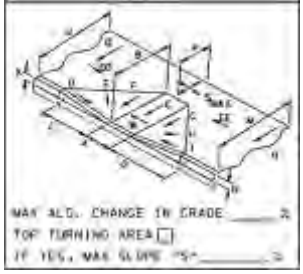
DEPARTMENT OF TRANSPORTATION

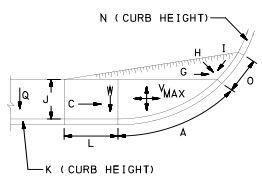
KNORR ST & SYLVESTER ST, PennDOT Location
ID # 14

☐ TYPE 1



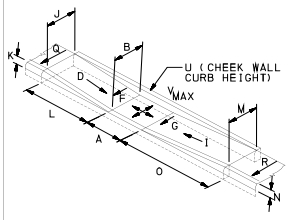
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



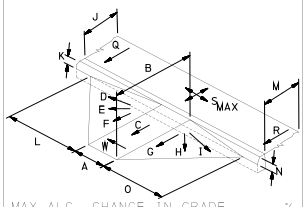
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



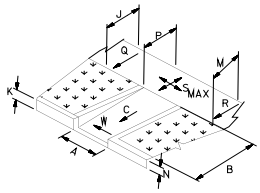
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



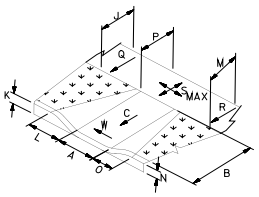
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



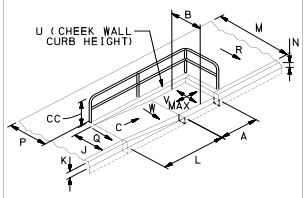
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



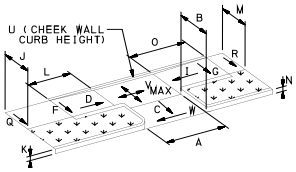
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



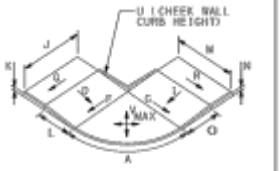
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DRIVEWAY DEPRESSION



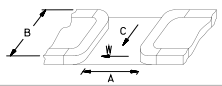
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

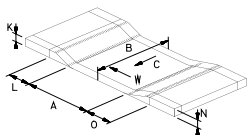
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	42	(IN)	
*	C	5.30	(%)	
*	D	6.00	(%)	
	E	6.50	(%)	
*	F	6.00	(%)	
*	G	5.60	(%)	
	H	6.40	(%)	
*	I	5.60	(%)	
*	J	90	(IN)	
	K	3	(IN)	
	L	34	(IN)	
*	M	80	(IN)	
	N	3	(IN)	
	O	35	(IN)	
*	P	59	(IN)	
*	Q	1.40	(%)	
*	R	1.60	(%)	
*	S	1.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.80	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.40	(%)	
*	EE	1.50	(%)	

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	5.00 (%)

C-06-101-60000-SYLVESTERSt-KNORRSt-SYLVESTERSt-KNORRSt-2023-07-10-14-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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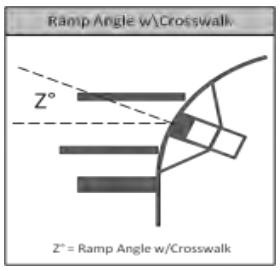
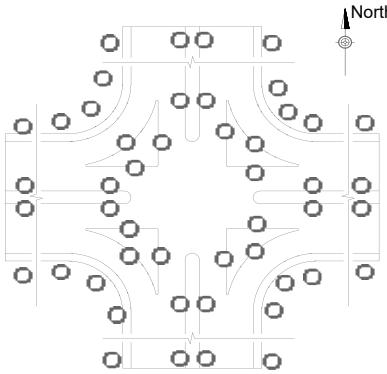
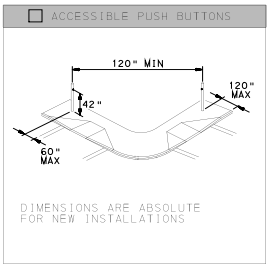
DEPARTMENT OF TRANSPORTATION

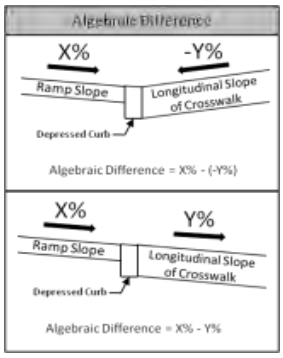
KNORR ST & SYLVESTER ST, PennDOT Location
ID # 17

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.20	%	1.80	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		14	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	4	4				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 1					
*North Leg	SYLVESTER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	SYLVESTER	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





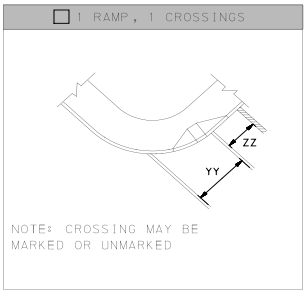


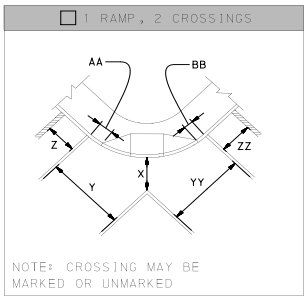


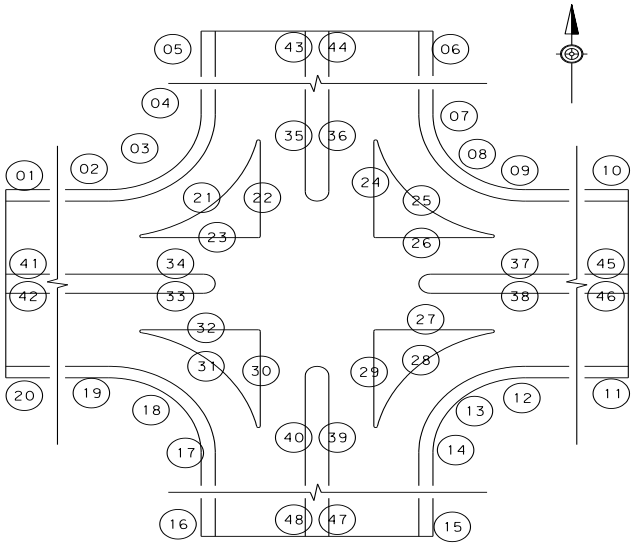
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-SYLVESTERSt-KNORRSt-SYLVESTERSt-KNORRSt-2023-07-10-17-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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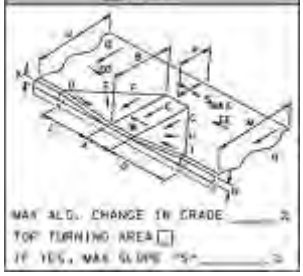
DEPARTMENT OF TRANSPORTATION

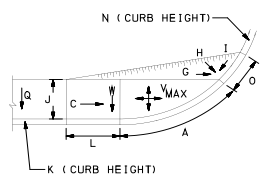
KNORR ST & SYLVESTER ST, PennDOT Location
ID # 17

☐ TYPE 1



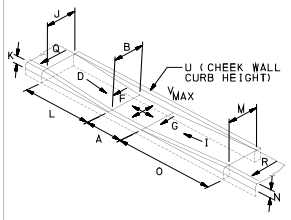
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



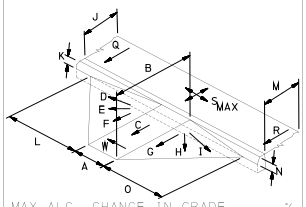
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



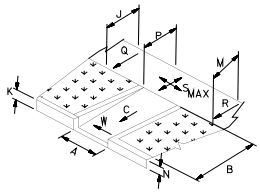
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



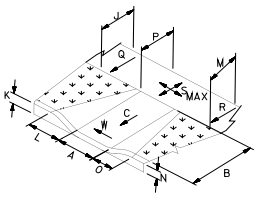
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



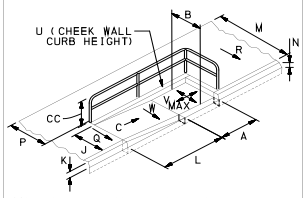
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



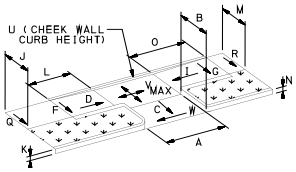
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



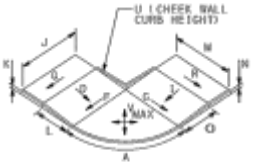
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



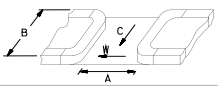
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

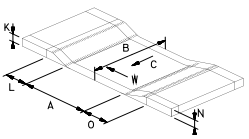
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	999	(IN)	Cannot be completed
*	B	33	(IN)	
*	C	5.90	(%)	
*	D	7.30	(%)	
	E	8.20	(%)	
*	F	7.30	(%)	
*	G	6.30	(%)	
	H	6.50	(%)	
*	I	5.70	(%)	
*	J	85	(IN)	
	K	3	(IN)	
	L	32	(IN)	
*	M	87	(IN)	
	N	2	(IN)	
	O	33	(IN)	
*	P	57	(IN)	
*	Q	1.80	(%)	
*	R	2.00	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.30	(%)	
*	EE	2.20	(%)	

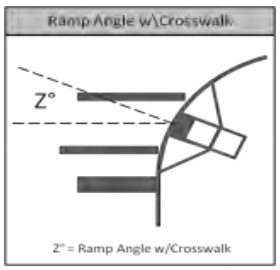
DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	4.60 (%)

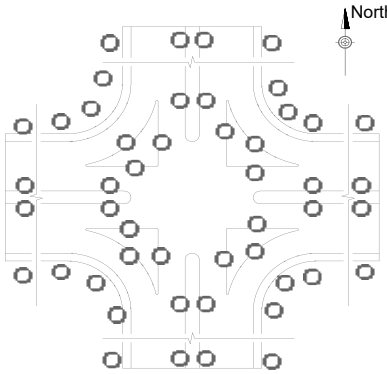
C-06-101-60000-SYLVESTERSt-KNORRSt-SYLVESTERSt-KNORRSt-2023-07-10-17-Type1

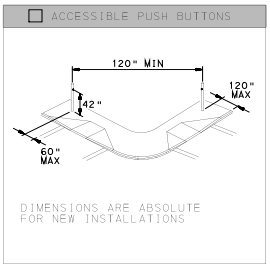
▲ **NOTE: If additional space for typed comments is required, please use**

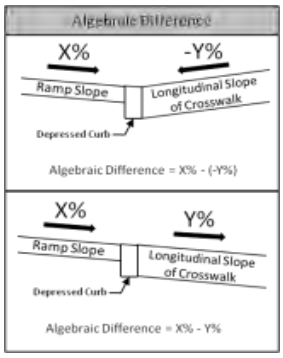
OXFORD AVE & LARGE ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	4					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.50	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		4	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	1.5			
Intersection Ramp # of #	4	6				
*Ramp Location (Use Figure Below)		02				
*Curb Ramp Type	Type 1					
*North Leg	GRANITE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	LARGE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	GRANITE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	LARGE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





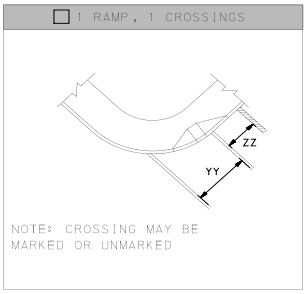


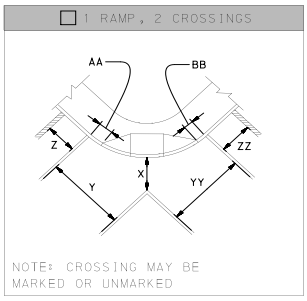


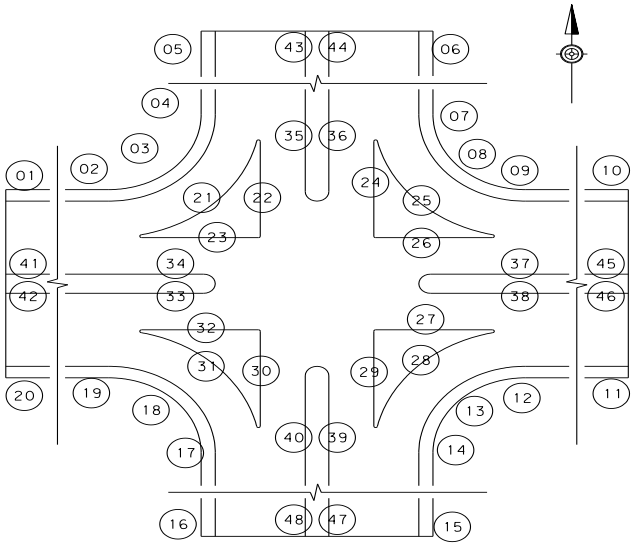
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-GRANITESt-LARGESt-GRANITESt-LARGESt-2023-07-10-2-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



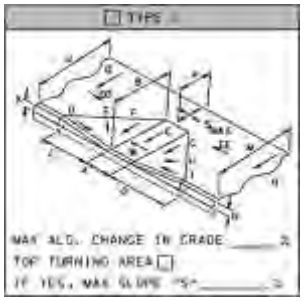




pennsylvania
DEPARTMENT OF TRANSPORTATION

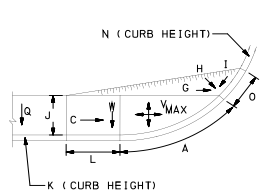
OXFORD AVE & LARGE ST, PennDOT Location ID # 2

☐ TYPE 1



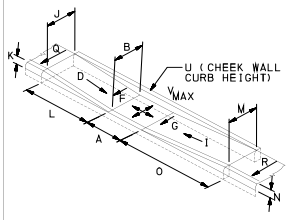
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



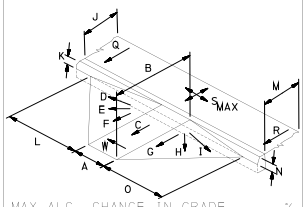
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



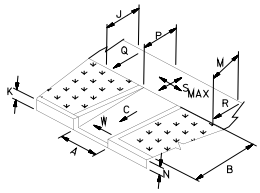
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



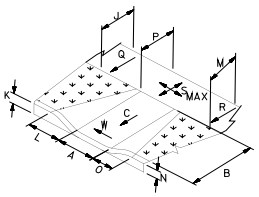
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



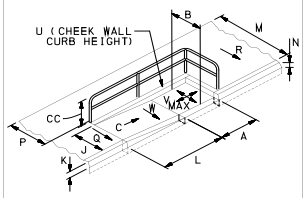
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



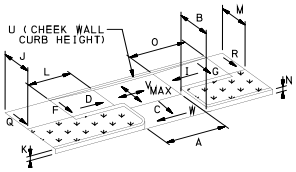
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



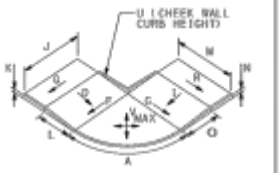
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



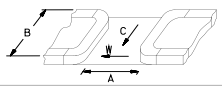
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

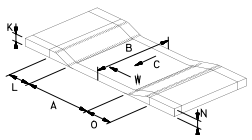
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	47	(IN)	
*	C	6.50	(%)	
*	D	2.50	(%)	
	E	3.50	(%)	
*	F	2.30	(%)	
*	G	6.60	(%)	
	H	8.00	(%)	
*	I	8.20	(%)	
*	J	52	(IN)	
	K	2	(IN)	
	L	45	(IN)	
*	M	132	(IN)	
	N	3	(IN)	
	O	37	(IN)	
*	P	49	(IN)	
*	Q	1.50	(%)	
*	R	0.30	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.30	(%)	
*	EE	0.40	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-GRANITESt-LARGESt-GRANITESt-LARGESt-2023-07-10-2-Type1

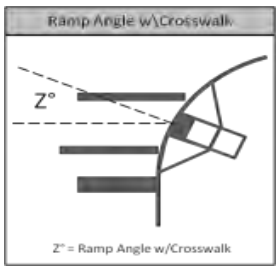
▲ **NOTE: If additional space for typed comments is required, please use**

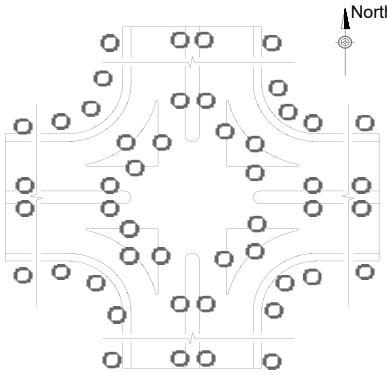
pennsylvania
DEPARTMENT OF TRANSPORTATION

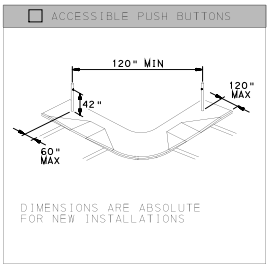
OXFORD AVE & LARGE ST, PennDOT Location ID # 4

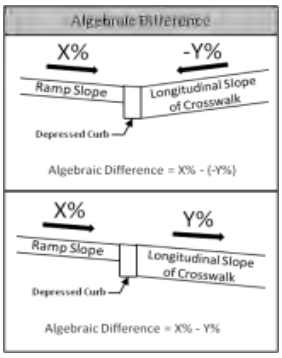
*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	8.10	%	0.40	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		27	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.2			
Intersection Ramp # of #		5	6			
*Ramp Location (Use Figure Below)			04			
*Curb Ramp Type	Type 1					
*North Leg	GRANITE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	LARGE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	GRANITE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	LARGE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					

SEPTA Pole was in wing; SEPTA relocated after ramp





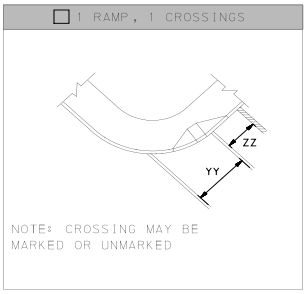


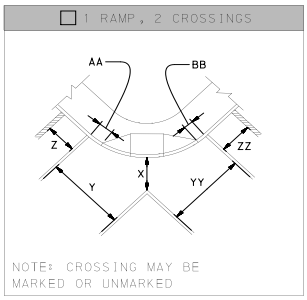


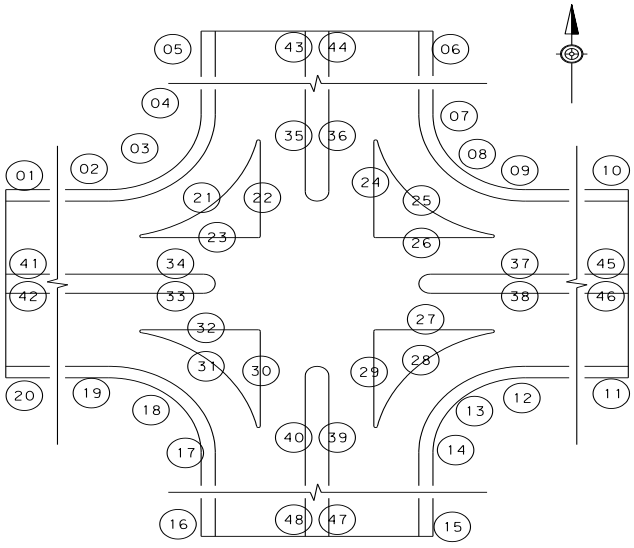
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-GRANITESt-LARGESt-GRANITESt-LARGESt-2023-07-10-4-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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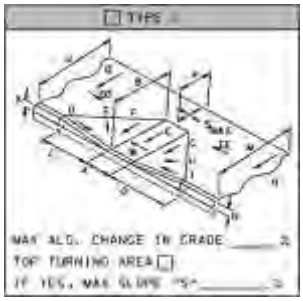
DEPARTMENT OF TRANSPORTATION

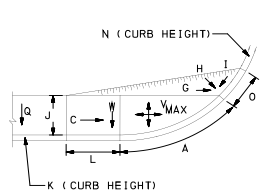
OXFORD AVE & LARGE ST, PennDOT Location ID # 4

☐ TYPE 1



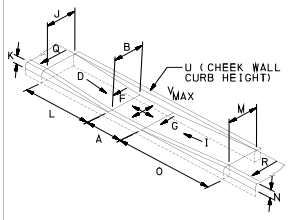
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



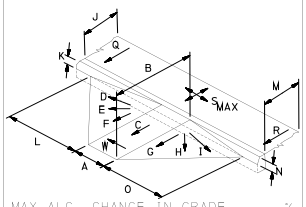
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



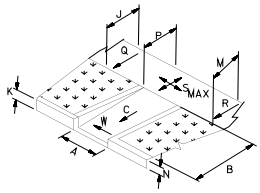
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



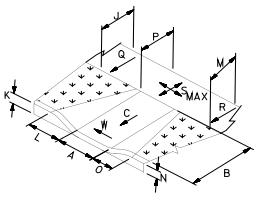
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



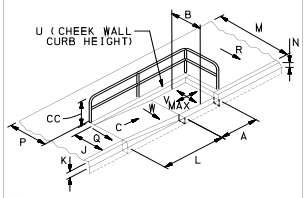
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



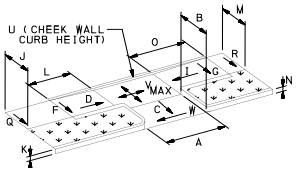
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



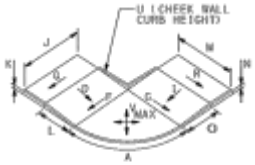
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



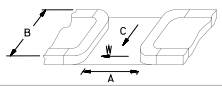
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

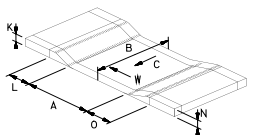
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	59	(IN)
*	C	5.20	(%)
*	D	6.70	(%)
	E	6.60	(%)
*	F	5.40	(%)
*	G	4.40	(%)
	H	7.60	(%)
*	I	7.20	(%)
*	J	52	(IN)
	K	2	(IN)
	L	39	(IN)
*	M	132	(IN)
	N	3	(IN)
	O	39	(IN)
*	P	49	(IN)
*	Q	0.30	(%)
*	R	0.00	(%)
*	S	0.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	190	(IN)
*	Z		(IN)
*	ZZ	85	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.00	(%)
*	EE	1.00	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments ▲

C-06-101-60000-GRANITESt-LARGESt-GRANITESt-LARGESt-2023-07-10-4-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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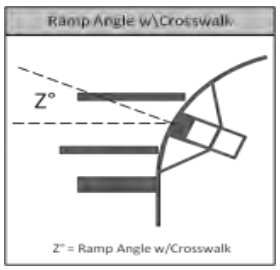
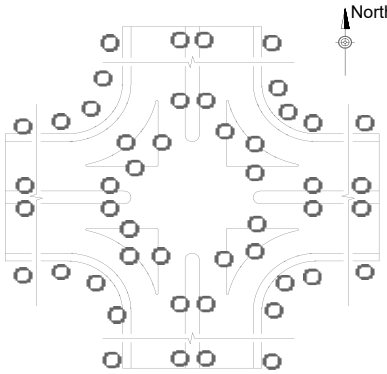
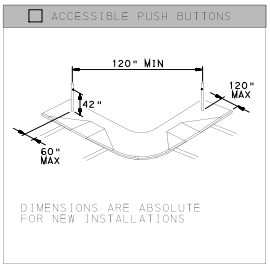
DEPARTMENT OF TRANSPORTATION

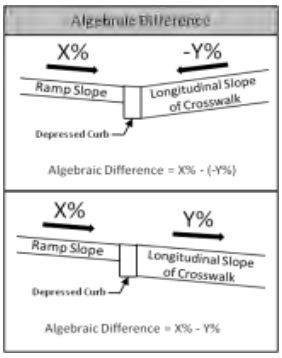
LARGE ST & PRATT ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.30	%	1.50	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	3.7			
Intersection Ramp # of #	3	6				
*Ramp Location (Use Figure Below)		07				
*Curb Ramp Type	Type 1					
*North Leg	LARGE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	PRATT	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	LARGE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	PRATT	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





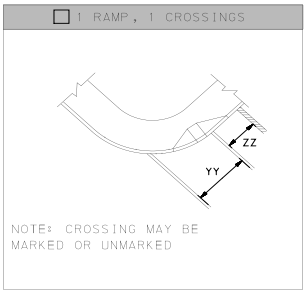


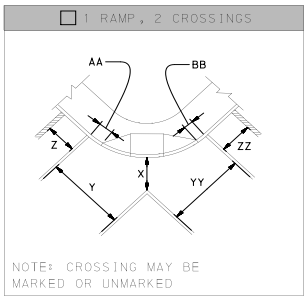


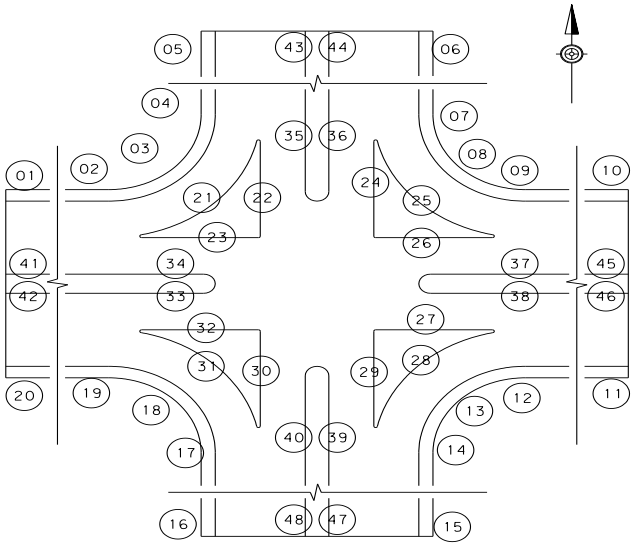
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-LARGESt-PRATTSt-LARGESt-PRATTSt-2023-07-10-7-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



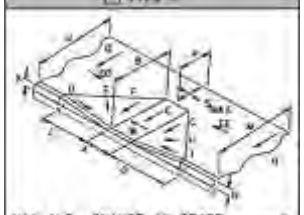




pennsylvania DEPARTMENT OF TRANSPORTATION

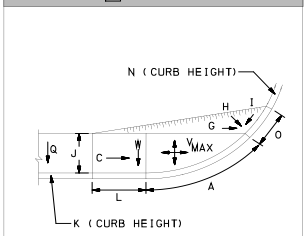
LARGE ST & PRATT ST, PennDOT Location ID # 7

☐ TYPE 1



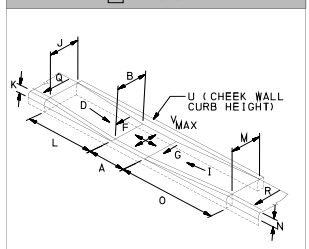
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 1A



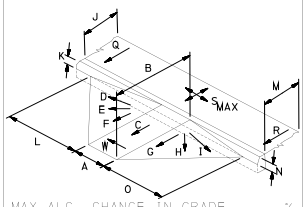
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



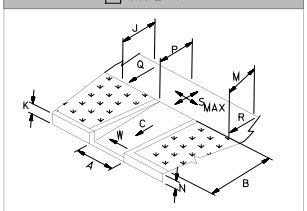
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



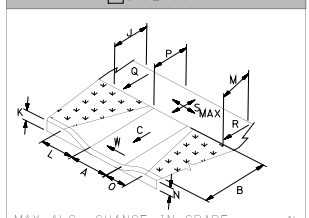
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 4



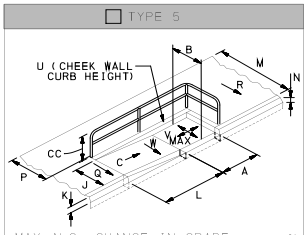
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 4A



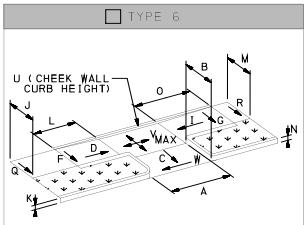
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 5



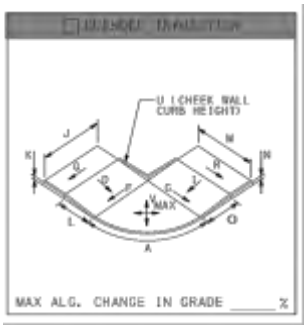
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



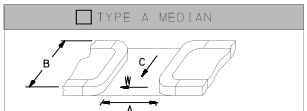
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

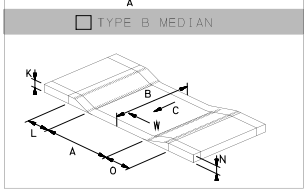
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



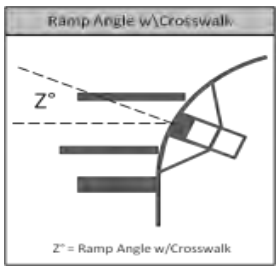
	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	42	(IN)	
*	C	6.70	(%)	
*	D	8.30	(%)	
	E	8.60	(%)	
*	F	5.60	(%)	
*	G	6.60	(%)	
	H	7.70	(%)	
*	I	6.30	(%)	
*	J	48	(IN)	
	K	3	(IN)	
	L	32	(IN)	
*	M	100	(IN)	
	N	2	(IN)	
	O	27	(IN)	
*	P	49	(IN)	
*	Q	1.60	(%)	
*	R	0.70	(%)	
*	S	0.20	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.60	(%)	
*	EE	0.70	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

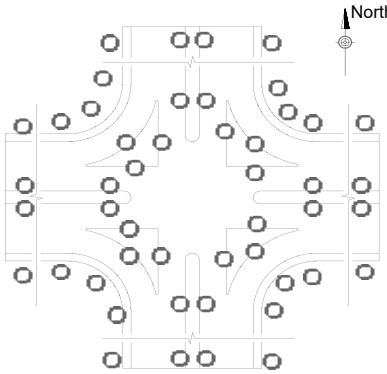
▲ **NOTE: If additional space for typed comments is required, please use**

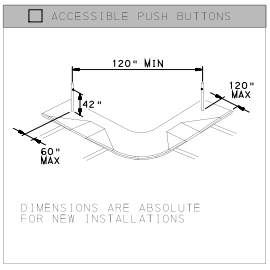
pennsylvania
DEPARTMENT OF TRANSPORTATION

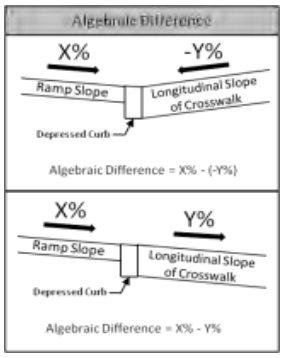
LARGE ST & PRATT ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.00	%	0.80	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	1.3			
Intersection Ramp # of #	4	6				
*Ramp Location (Use Figure Below)		09				
*Curb Ramp Type	Type 1					
*North Leg	LARGE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	PRATT	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	LARGE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	PRATT	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





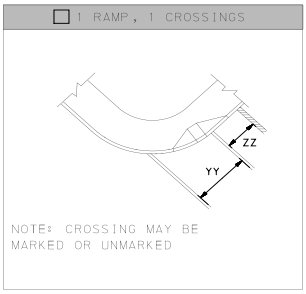


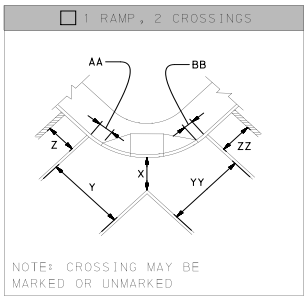


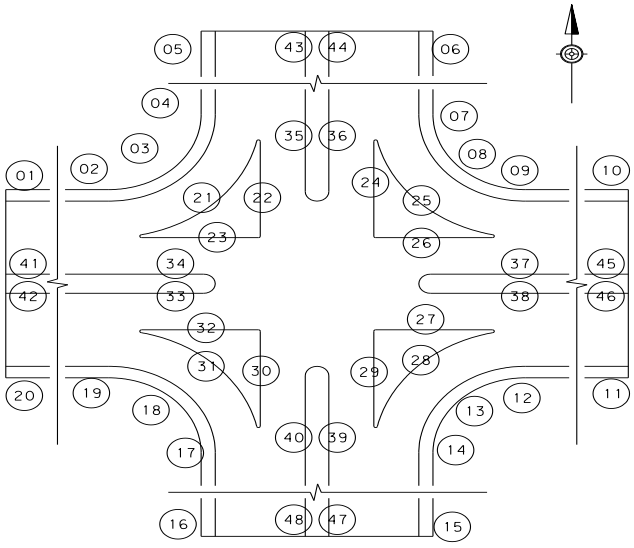
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-LARGESt-PRATTSt-LARGESt-PRATTSt-2023-07-10-9-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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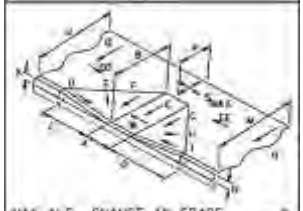
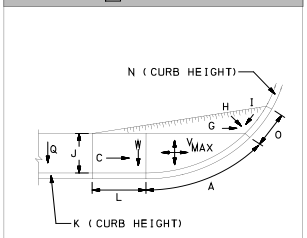
LARGE ST & PRATT ST, PennDOT Location ID # 9

☐ TYPE 1



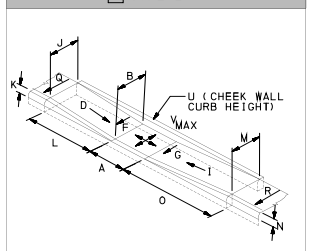
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 1A



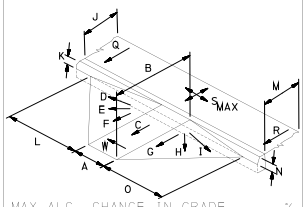
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



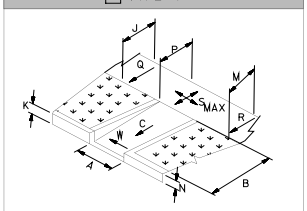
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



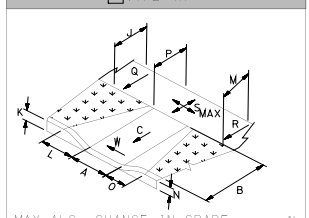
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 4



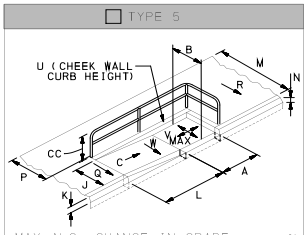
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 4A



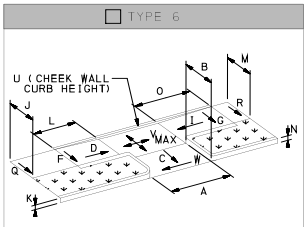
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 5



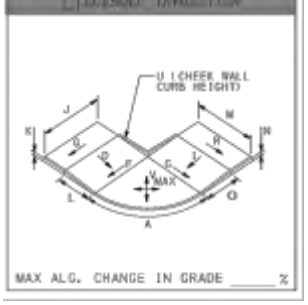
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



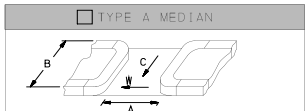
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

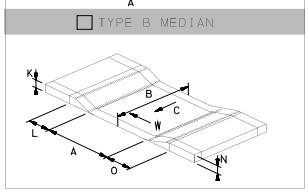
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	41	(IN)
*	C	7.50	(%)
*	D	6.80	(%)
	E	7.40	(%)
*	F	5.60	(%)
*	G	6.10	(%)
	H	8.20	(%)
*	I	5.30	(%)
*	J	48	(IN)
	K	2	(IN)
	L	26	(IN)
*	M	100	(IN)
	N	4	(IN)
	O	35	(IN)
*	P	50	(IN)
*	Q	1.60	(%)
*	R	0.70	(%)
*	S	0.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	50	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.60	(%)
*	EE	0.70	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

▲ **NOTE: If additional space for typed comments is required, please use**

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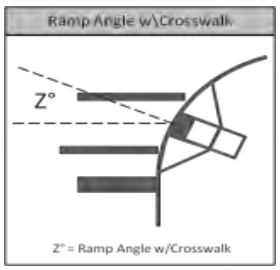
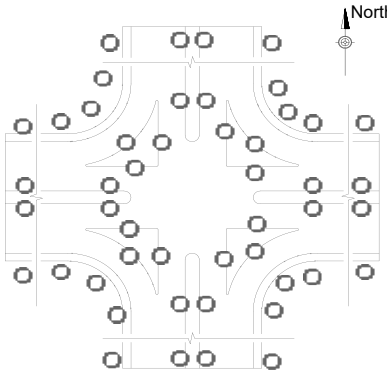
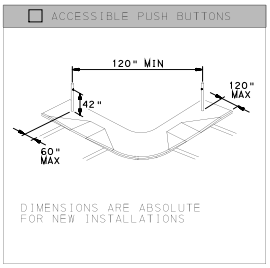
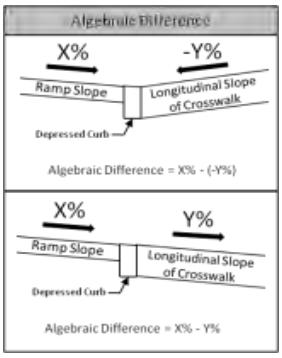
LARGE ST & PRATT ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	4.80	%	0.50	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		7	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	2.0		
Intersection Ramp # of #	5	6			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				
*North Leg	LARGE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	PRATT	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	LARGE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	PRATT	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





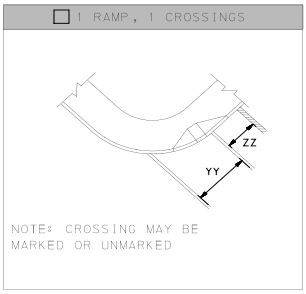


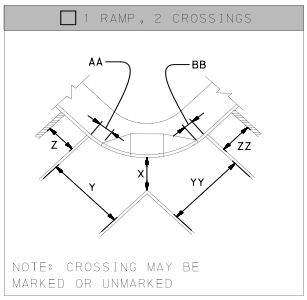


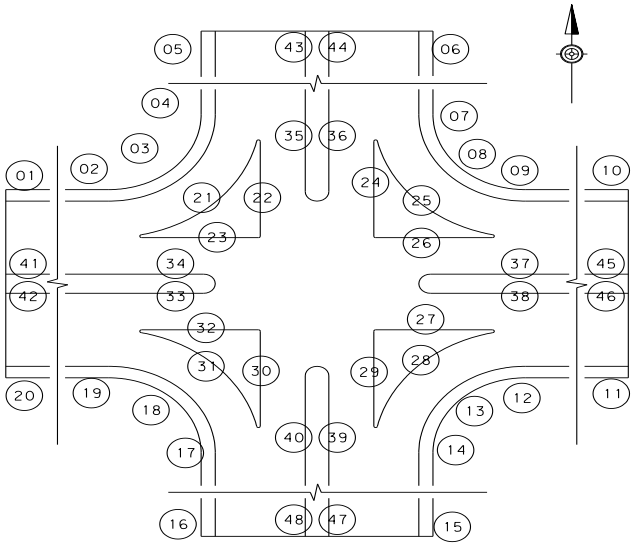
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-LARGESt-PRATTSt-LARGESt-PRATTSt-2023-07-10-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







LARGE ST & PRATT ST, PennDOT Location ID # 12

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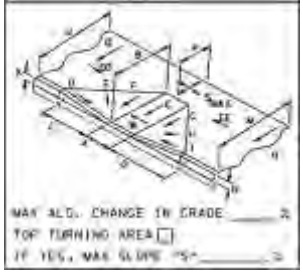
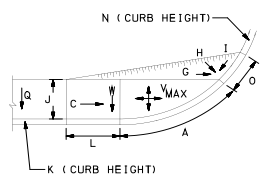
☐ TYPE 1



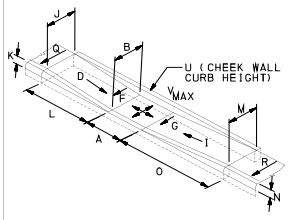
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



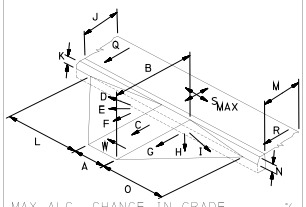
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



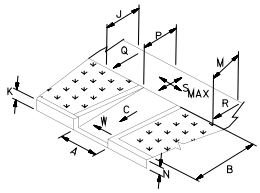
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



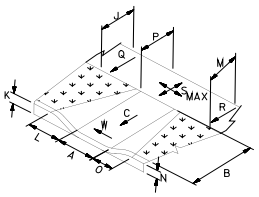
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



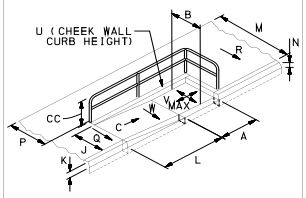
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



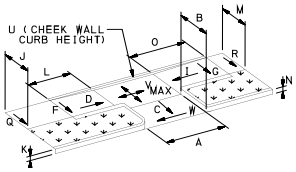
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



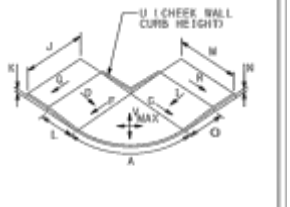
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



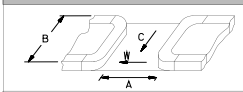
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

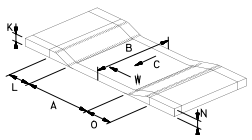
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	46	(IN)
*	C	5.70	(%)
*	D	5.40	(%)
	E	7.60	(%)
*	F	5.60	(%)
*	G	7.00	(%)
	H	8.10	(%)
*	I	7.00	(%)
*	J	100	(IN)
	K	3	(IN)
	L	43	(IN)
*	M	100	(IN)
	N	3	(IN)
	O	36	(IN)
*	P	53	(IN)
*	Q	1.30	(%)
*	R	1.00	(%)
*	S	1.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	999	(IN) not applicable
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.50	(%)
*	EE	2.60	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments ▲

C-06-101-60000-LARGESt-PRATTSt-LARGESt-PRATTSt-2023-07-10-12-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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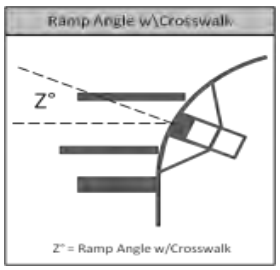
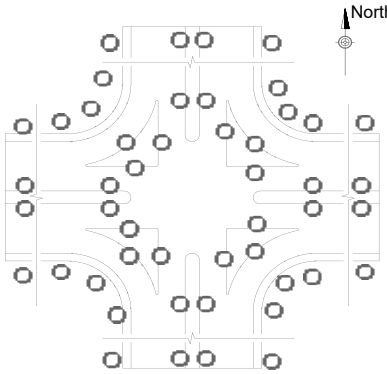
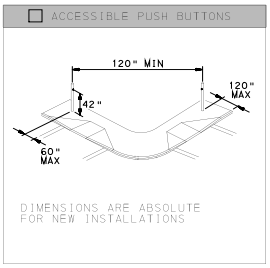
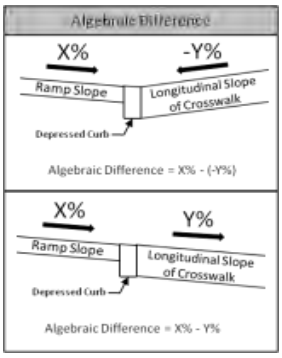
LARGE ST & PRATT ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.00	%	0.50	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		3	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	3.8		
Intersection Ramp # of #	6	6			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg	LARGE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	PRATT	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	PRATT	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	PRATT	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





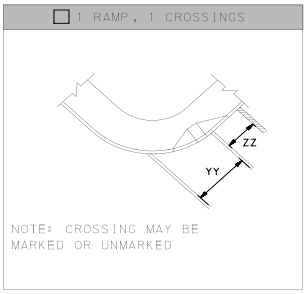


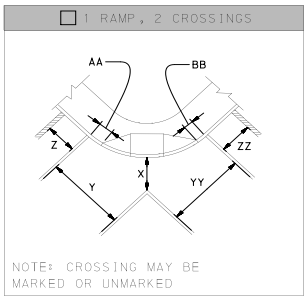


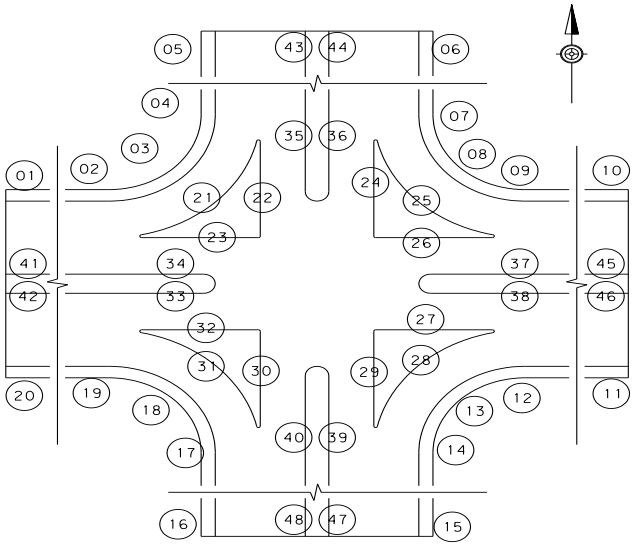
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-LARGESt-PRATTSt-PRATTSt-PRATTSt-2023-07-10-14-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







LARGE ST & PRATT ST, PennDOT Location ID # 14

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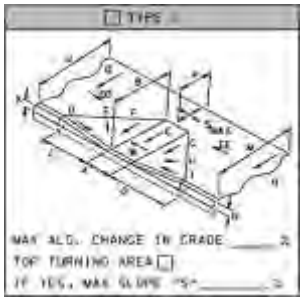
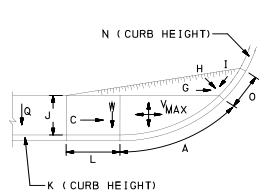
DEPARTMENT OF TRANSPORTATION

☐ TYPE 1



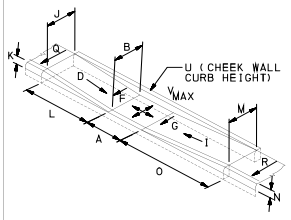
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



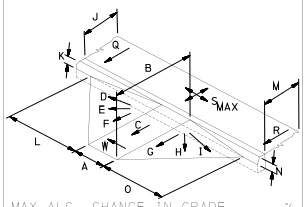
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



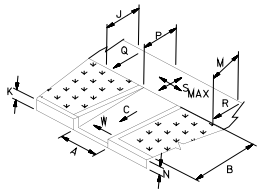
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



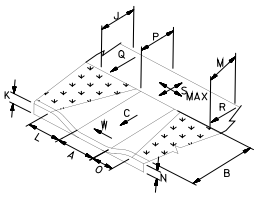
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



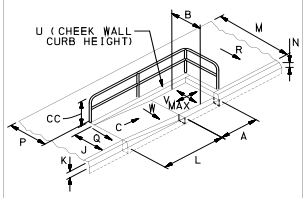
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



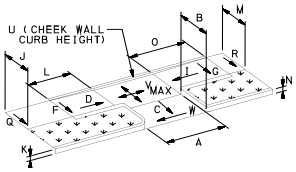
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



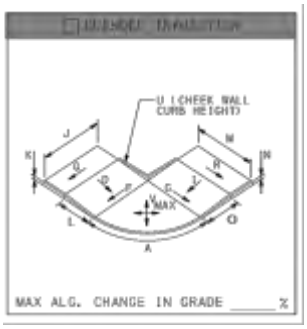
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DETAIL DRAWING



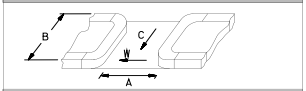
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

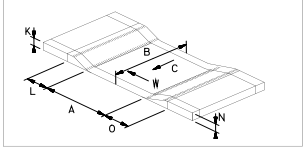
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	42	(IN)
*	C	2.40	(%)
*	D	4.60	(%)
	E	999	(%) Cannot be completted
*	F	2.80	(%)
*	G	2.00	(%)
	H	4.80	(%)
*	I	4.60	(%)
*	J	100	(IN)
	K	3	(IN)
	L	45	(IN)
*	M	100	(IN)
	N	3	(IN)
	O	43	(IN)
*	P	54	(IN)
*	Q	1.30	(%)
*	R	1.00	(%)
*	S	1.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	150	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.50	(%)
*	EE	2.60	(%)

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	0.70 (%)

Comments ▲

C-06-101-60000-LARGESt-PRATTSt-PRATTSt-PRATTSt-2023-07-10-14-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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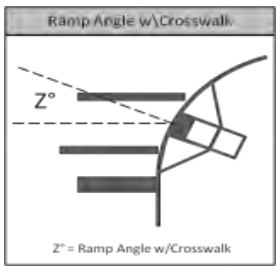
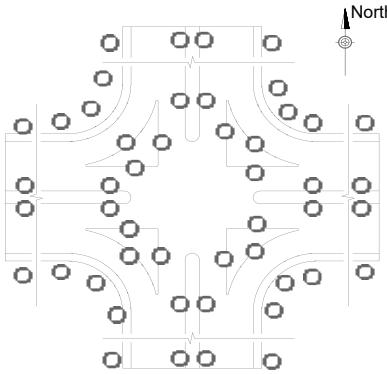
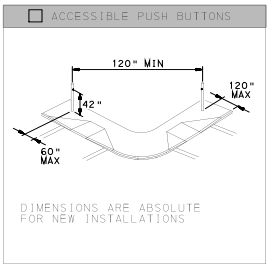
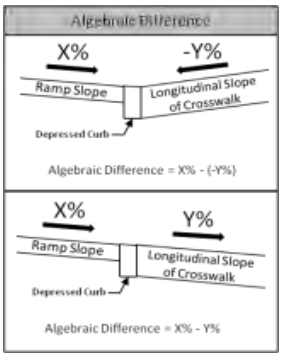
LARGE ST & PRATT ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	4				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.40	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	1	6			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 1				
*North Leg	LARGE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	PRATT	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	LARGE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	PRATT	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





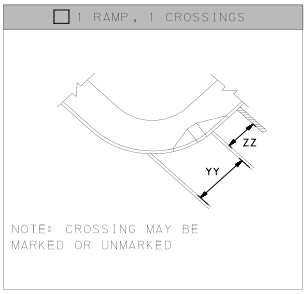


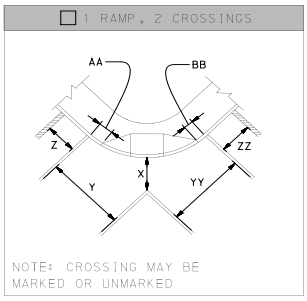


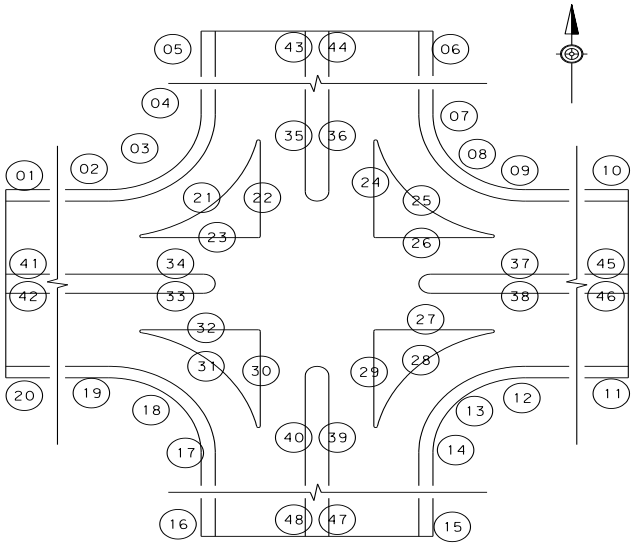
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-LARGESt-PRATTSt-LARGESt-PRATTSt-2023-07-10-17-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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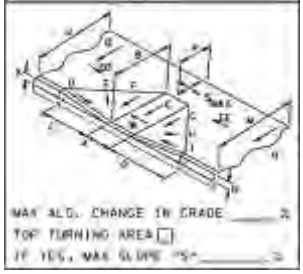
DEPARTMENT OF TRANSPORTATION

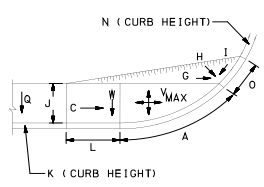
LARGE ST & PRATT ST, PennDOT Location ID # 17

☐ TYPE 1



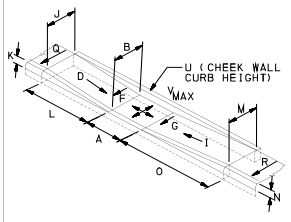
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



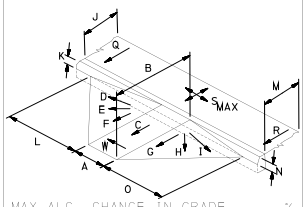
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



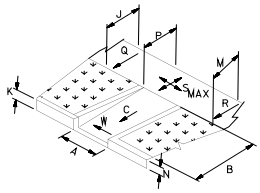
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



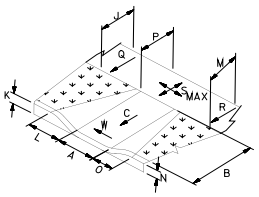
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



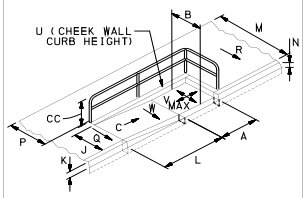
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



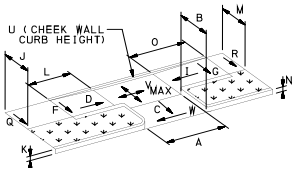
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



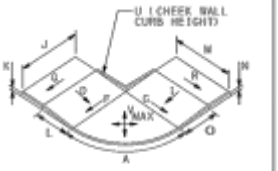
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DRIVE IN/OUT



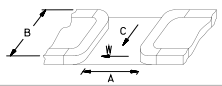
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

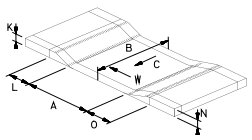
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	42	(IN)
*	C	7.70	(%)
*	D	8.30	(%)
	E	8.60	(%)
*	F	5.60	(%)
*	G	6.60	(%)
	H	7.70	(%)
*	I	6.30	(%)
*	J	48	(IN)
	K	3	(IN)
	L	32	(IN)
*	M	100	(IN)
	N	3	(IN)
	O	27	(IN)
*	P	49	(IN)
*	Q	1.60	(%)
*	R	0.70	(%)
*	S	0.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	150	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.60	(%)
*	EE	0.70	(%)

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	4.80	(%)

Comments ▲

not applicable

C-06-101-60000-LARGESt-PRATTSt-LARGESt-PRATTSt-2023-07-10-17-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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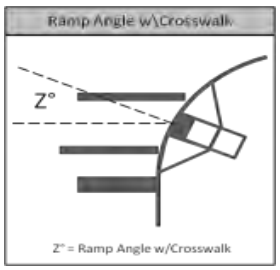
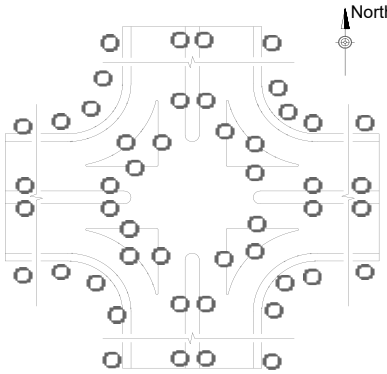
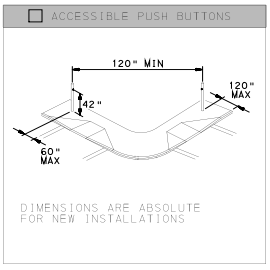
DEPARTMENT OF TRANSPORTATION

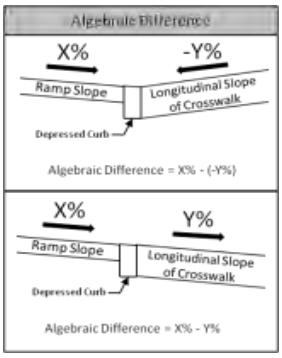
LARGE ST & PRATT ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.70	%	1.40	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		3	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	2	6			
*Ramp Location (Use Figure Below)		19			
*Curb Ramp Type	Type 1				
*North Leg	LARGE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	PRATT	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	LARGE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	PRATT	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





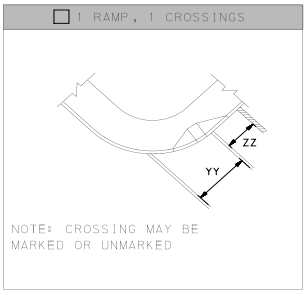


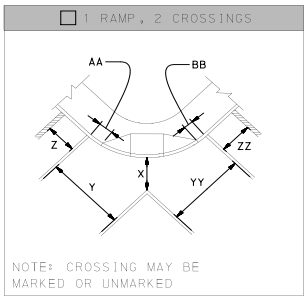


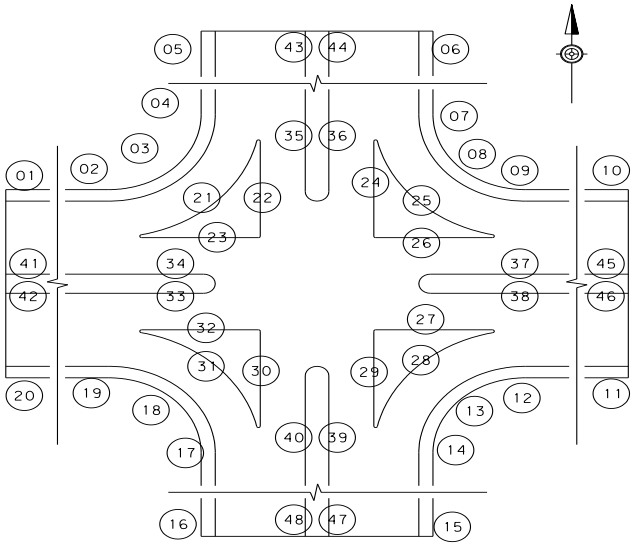
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-LARGESt-PRATTSt-LARGESt-PRATTSt-2023-07-10-19-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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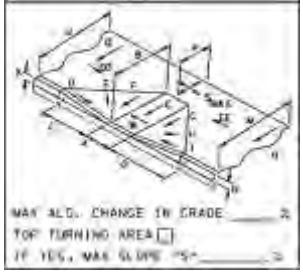
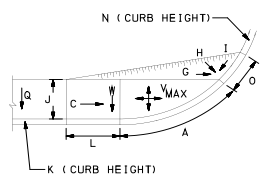
LARGE ST & PRATT ST, PennDOT Location ID # 19

☐ TYPE 1



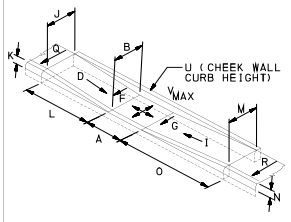
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



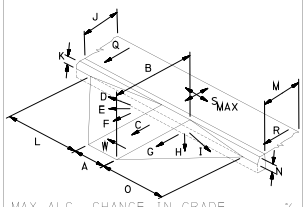
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



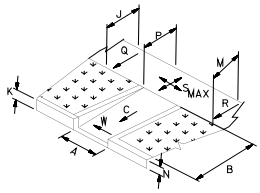
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



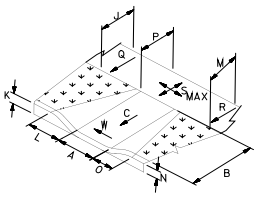
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



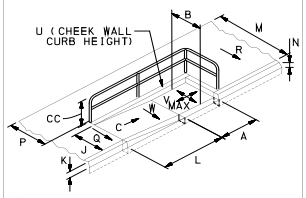
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



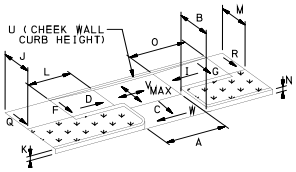
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



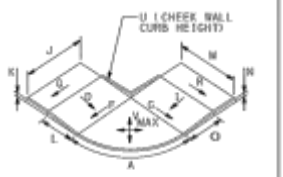
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DETAIL DRAWING



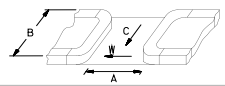
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

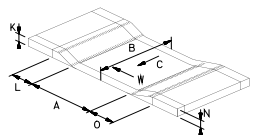
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	41	(IN)
*	C	7.50	(%)
*	D	6.80	(%)
	E	7.40	(%)
*	F	5.60	(%)
*	G	6.10	(%)
	H	8.20	(%)
*	I	5.30	(%)
*	J	48	(IN)
	K	3	(IN)
	L	26	(IN)
*	M	100	(IN)
	N	4	(IN)
	O	35	(IN)
*	P	50	(IN)
*	Q	1.60	(%)
*	R	0.70	(%)
*	S	0.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	150	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.60	(%)
*	EE	0.70	(%)

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	2.70	(%)

Comments ▲

▲ **NOTE: If additional space for typed comments is required, please use**

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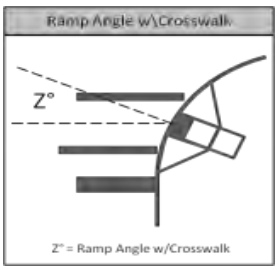
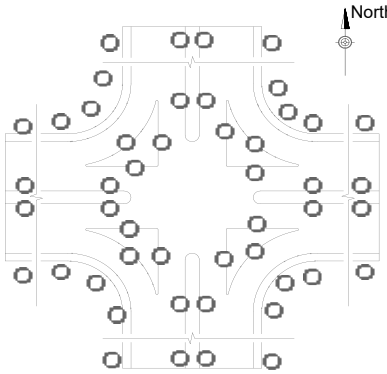
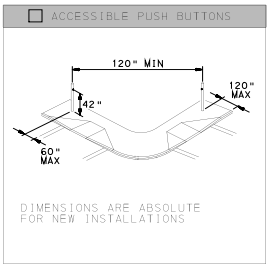
DEPARTMENT OF TRANSPORTATION

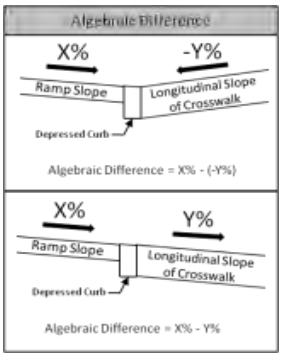
LARGE ST & WAKELING ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	4				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.40	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		13	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	1	8			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				
*North Leg	LARGE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	WAKELING	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	LARGE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	WAKELING	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





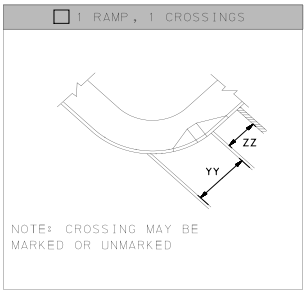


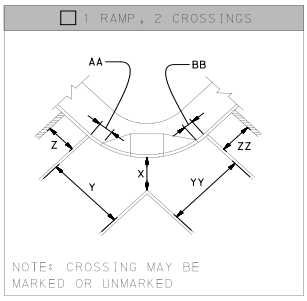


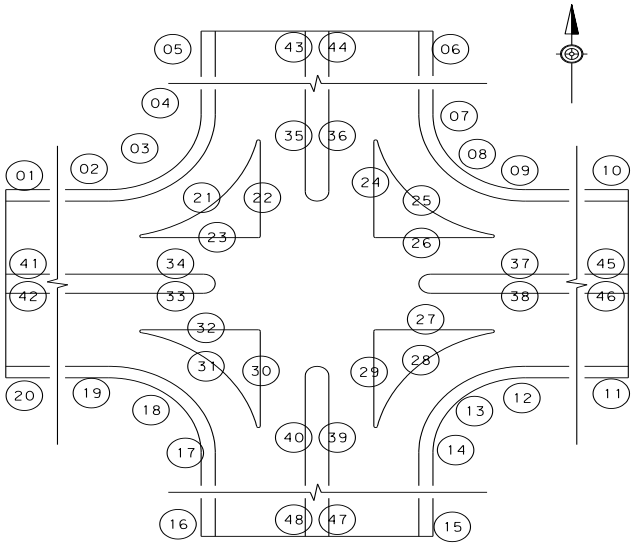
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-LARGESt-WAKELINGSt-LARGESt-WAKELINGSt-2023-07-10-2-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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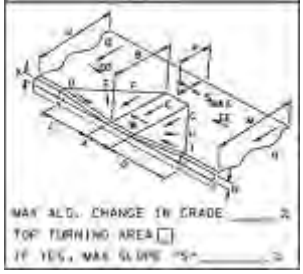
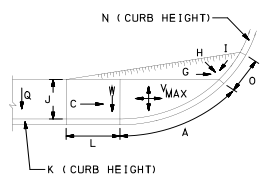
LARGE ST & WAKELING ST, PennDOT Location ID # 2

TYPE 1



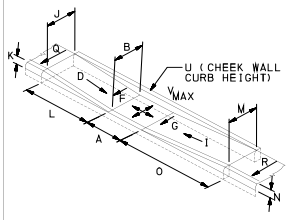
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 1A



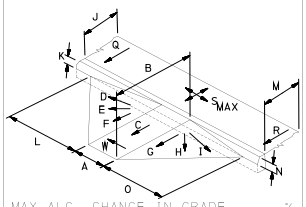
MAX ALG. CHANGE IN GRADE _____ %

TYPE 2



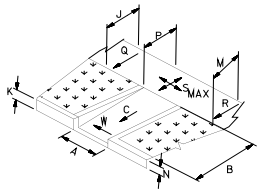
MAX ALG. CHANGE IN GRADE _____ %

TYPE 3



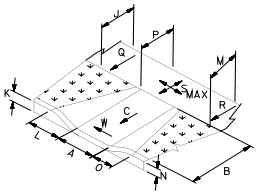
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4



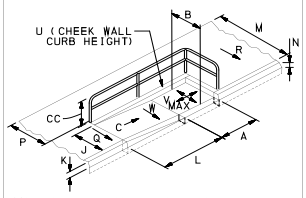
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



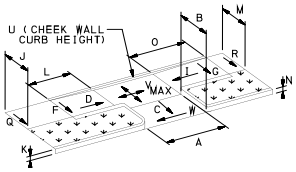
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 5



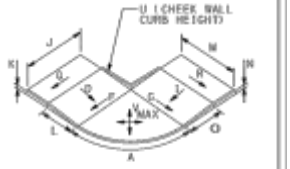
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

[redacted]



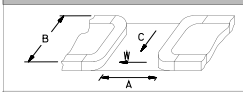
MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

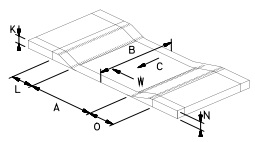
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN



TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	52	(IN)	
*	C	6.60	(%)	
*	D	5.50	(%)	
	E	8.00	(%)	
*	F	7.00	(%)	
*	G	6.00	(%)	
	H	6.60	(%)	
*	I	5.30	(%)	
*	J	245	(IN)	
	K	2	(IN)	
	L	40	(IN)	
*	M	200	(IN)	
	N	3	(IN)	
	O	53	(IN)	
*	P	49	(IN)	
*	Q	0.60	(%)	
*	R	1.70	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.20	(%)	
*	EE	2.20	(%)	

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	5.00 (%)

C-06-101-60000-LARGESt-WAKELINGSt-LARGESt-WAKELINGSt-2023-07-10-2-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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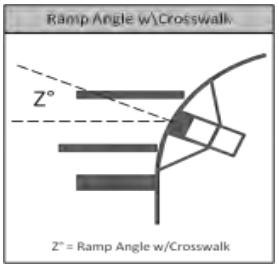
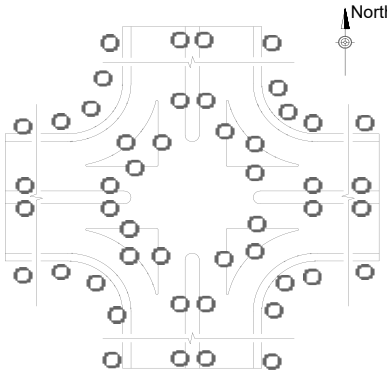
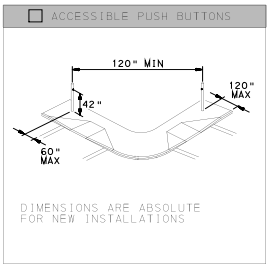
DEPARTMENT OF TRANSPORTATION

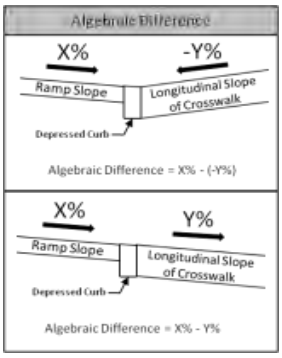
LARGE ST & WAKELING ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.40	%	0.10	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		9	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	2	8			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				
*North Leg	LARGE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	WAKELING	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	LARGE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	WAKELING	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





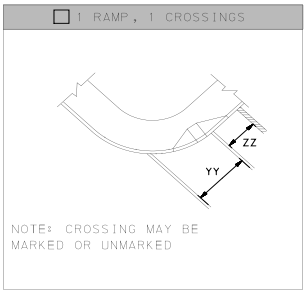


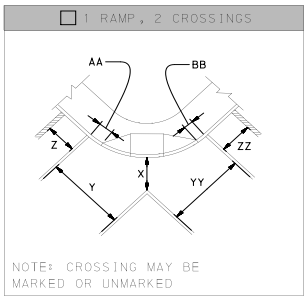


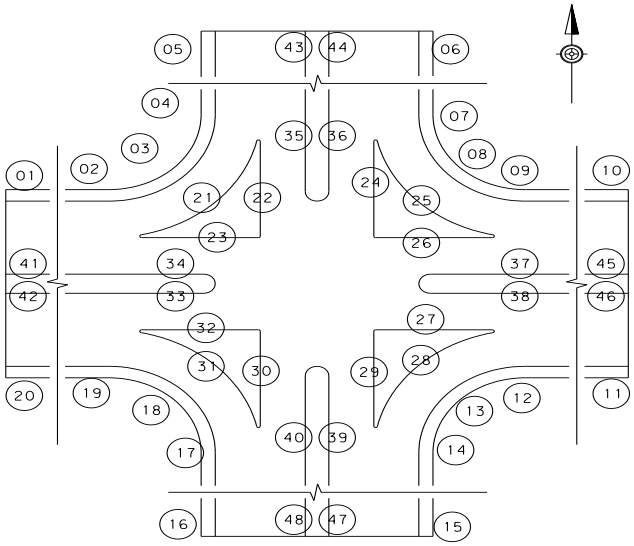
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-LARGESt-WAKELINGSt-LARGESt-WAKELINGSt-2023-07-10-4-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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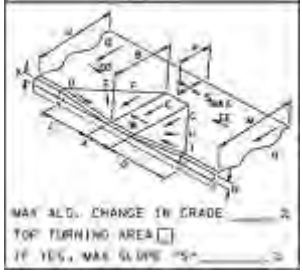
DEPARTMENT OF TRANSPORTATION

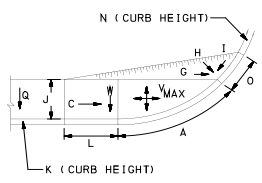
LARGE ST & WAKELING ST, PennDOT Location
ID # 4

☐ TYPE 1



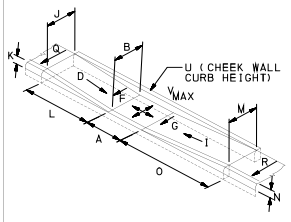
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



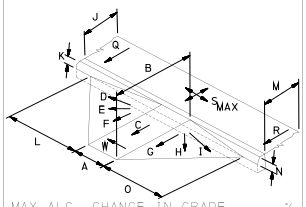
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



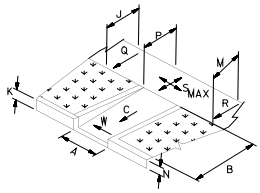
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



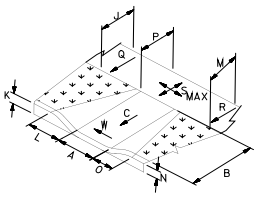
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



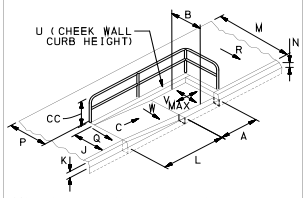
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



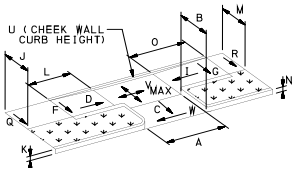
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



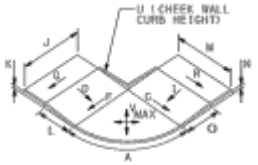
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



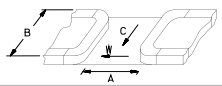
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

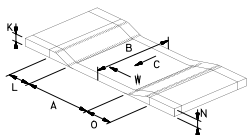
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	45	(IN)	
*	C	5.10	(%)	
*	D	5.00	(%)	
	E	6.00	(%)	
*	F	5.50	(%)	
*	G	4.80	(%)	
	H	6.60	(%)	
*	I	5.30	(%)	
*	J	245	(IN)	
	K	3	(IN)	
	L	33	(IN)	
*	M	200	(IN)	
	N	3	(IN)	
	O	52	(IN)	
*	P	49	(IN)	
*	Q	0.60	(%)	
*	R	1.70	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.20	(%)	
*	EE	2.20	(%)	

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	4.00 (%)

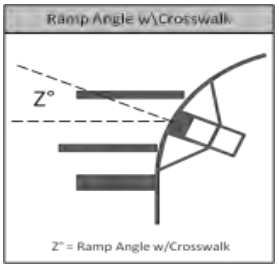
C-06-101-60000-LARGESt-WAKELINGSt-LARGESt-WAKELINGSt-2023-07-10-4-Type1

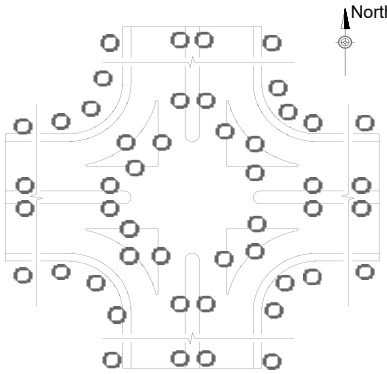
▲ **NOTE: If additional space for typed comments is required, please use**

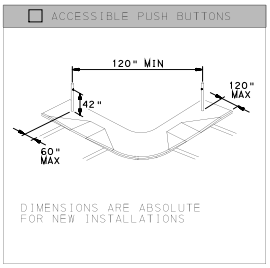
pennsylvania
DEPARTMENT OF TRANSPORTATION

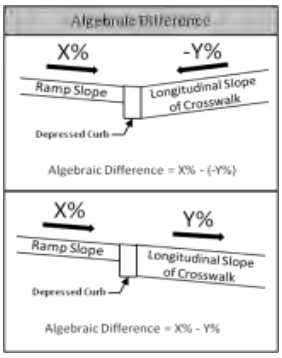
LARGE ST & WAKELING ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.00	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		5	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	3	8			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				
*North Leg	LARGE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	WAKELING	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	LARGE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	WAKELING	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





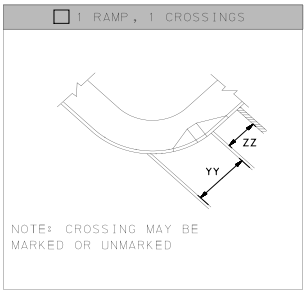


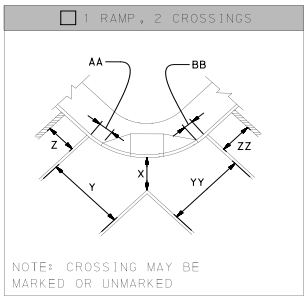


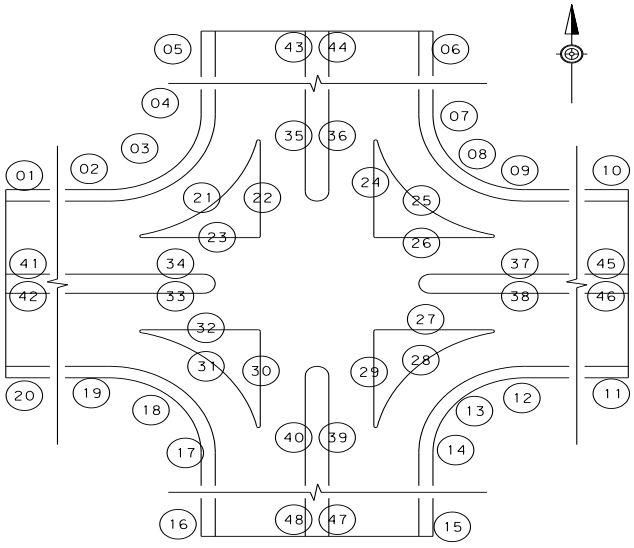
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-LARGESt-WAKELINGSt-LARGESt-WAKELINGSt-2023-07-10-7-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



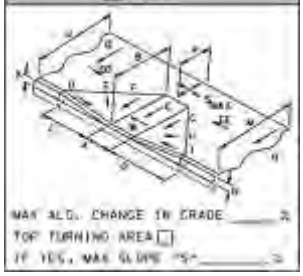




pennsylvania
DEPARTMENT OF TRANSPORTATION

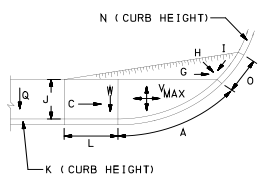
LARGE ST & WAKELING ST, PennDOT Location
ID # 7

☐ TYPE 1



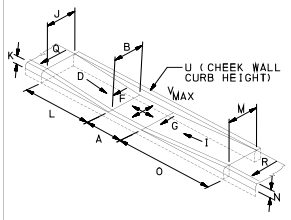
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



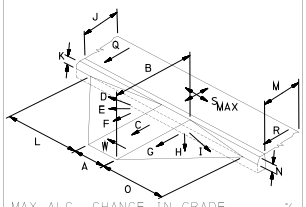
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



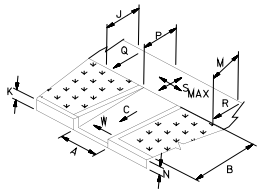
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



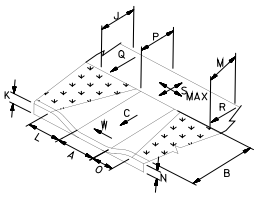
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



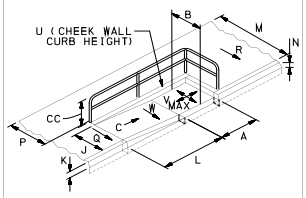
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



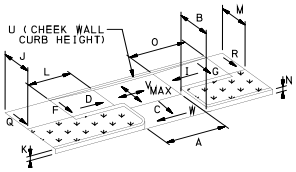
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



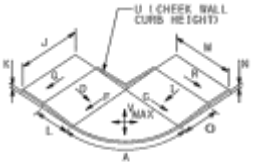
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



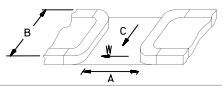
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

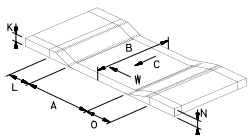
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	44	(IN)	
*	C	7.40	(%)	
*	D	3.70	(%)	
	E	6.20	(%)	
*	F	6.90	(%)	
*	G	7.80	(%)	
	H	9.10	(%)	
*	I	7.40	(%)	
*	J	90	(IN)	
	K	2	(IN)	
	L	33	(IN)	
*	M	60	(IN)	
	N	3	(IN)	
	O	34	(IN)	
*	P	77	(IN)	
*	Q	1.50	(%)	
*	R	1.60	(%)	
*	S	0.30	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.00	(%)	
*	EE	0.20	(%)	

DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	5.00 (%)

C-06-101-60000-LARGESt-WAKELINGSt-LARGESt-WAKELINGSt-2023-07-10-7-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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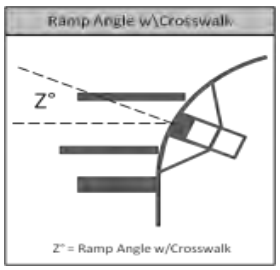
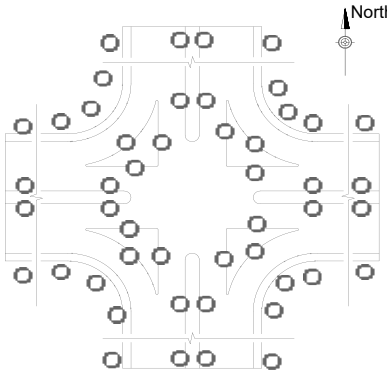
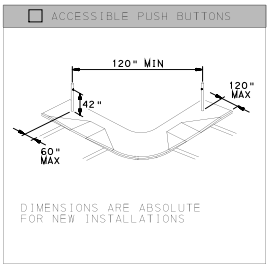
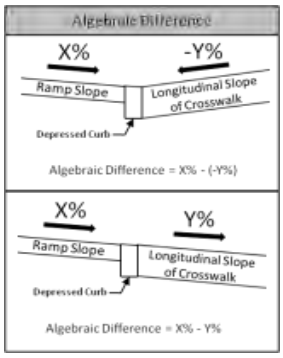
LARGE ST & WAKELING ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	4.20	%	1.30	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		5	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	1.8		
Intersection Ramp # of #	4	8			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				
*North Leg	LARGE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	WAKELING	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	LARGE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	WAKELING	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





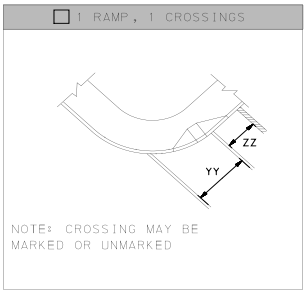


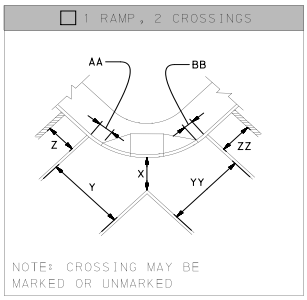


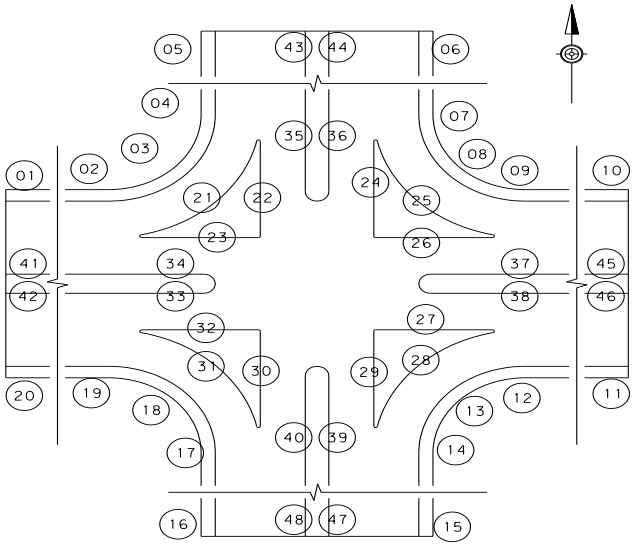
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-LARGESt-WAKELINGSt-LARGESt-WAKELINGSt-2023-07-10-9-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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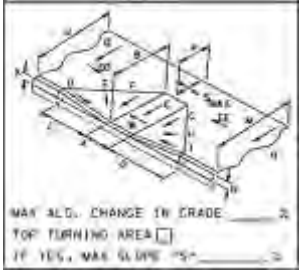
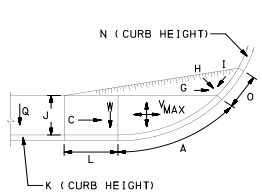
LARGE ST & WAKELING ST, PennDOT Location
ID # 9

☐ TYPE 1



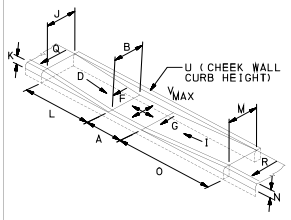
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



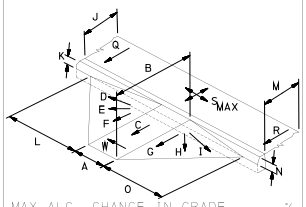
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



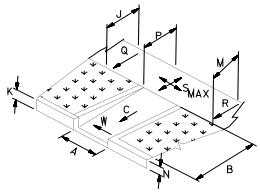
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



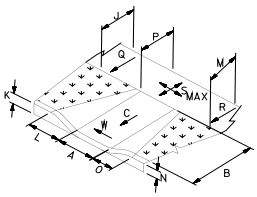
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



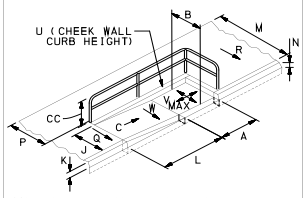
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



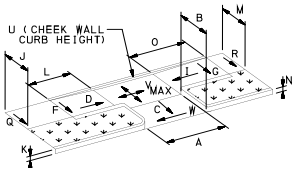
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



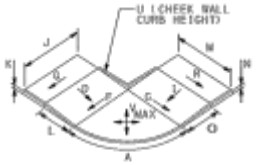
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



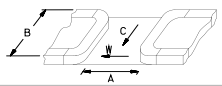
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

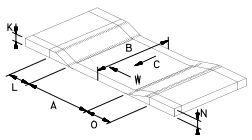
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	68	(IN)	
*	C	5.30	(%)	
*	D	5.40	(%)	
	E	5.40	(%)	
*	F	4.90	(%)	
*	G	4.40	(%)	
	H	5.70	(%)	
*	I	5.50	(%)	
*	J	90	(IN)	
	K	2	(IN)	
	L	33	(IN)	
*	M	60	(IN)	
	N	2	(IN)	
	O	31	(IN)	
*	P	70	(IN)	
*	Q	1.50	(%)	
*	R	1.60	(%)	
*	S	0.30	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.80	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	Cannot be completed
*	Z		(IN)	
*	ZZ	999	(IN)	Cannot be completed
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.00	(%)	
*	EE	0.20	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)	5.60	(%)

C-06-101-60000-LARGESt-WAKELINGSt-LARGESt-WAKELINGSt-2023-07-10-9-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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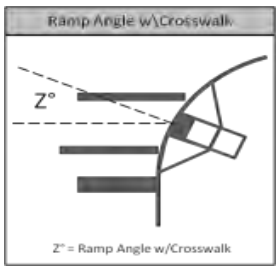
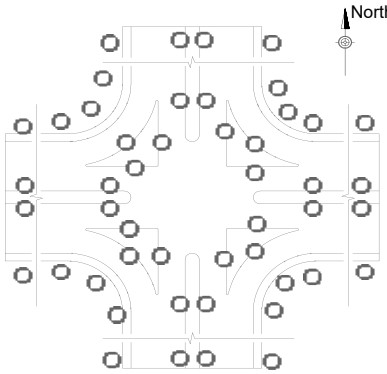
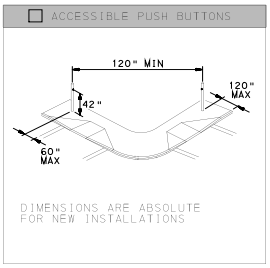
DEPARTMENT OF TRANSPORTATION

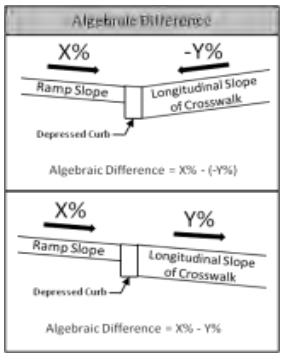
LARGE ST & WAKELING ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	8.30	%	1.10	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	2.8			
Intersection Ramp # of #	5	8				
*Ramp Location (Use Figure Below)		12				
*Curb Ramp Type	Type 1					
*North Leg	LARGE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	WAKELING	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	LARGE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	WAKELING	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





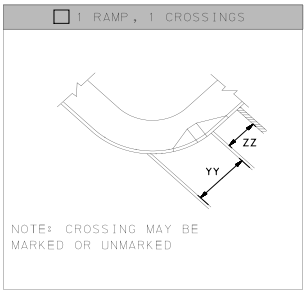


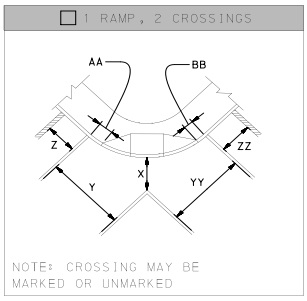


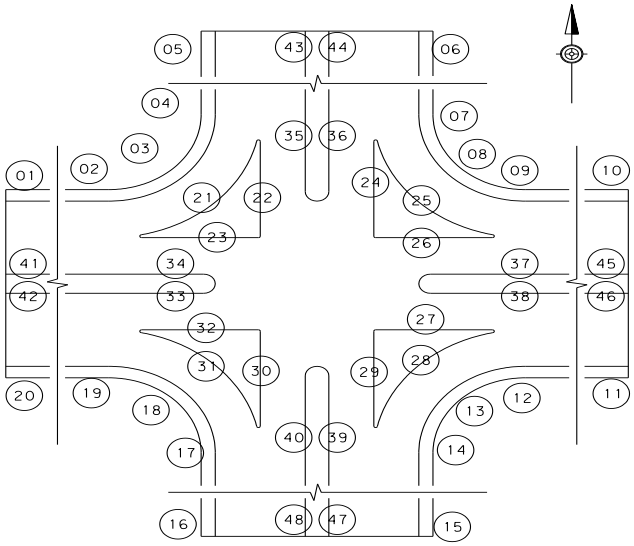
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-LARGESt-WAKELINGSt-LARGESt-WAKELINGSt-2023-07-10-12-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



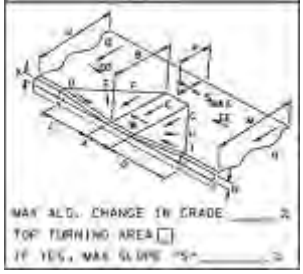




pennsylvania
DEPARTMENT OF TRANSPORTATION

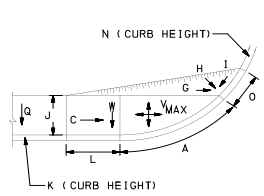
LARGE ST & WAKELING ST, PennDOT Location ID # 12

☐ TYPE 1



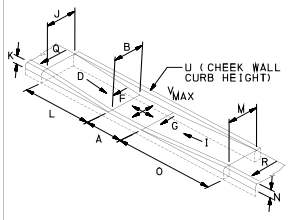
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



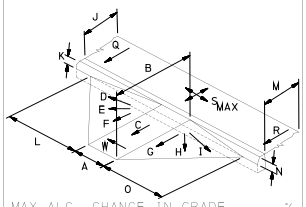
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



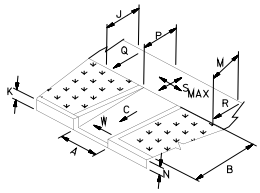
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



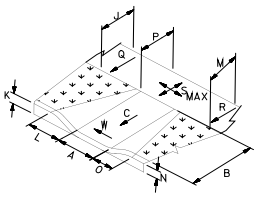
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



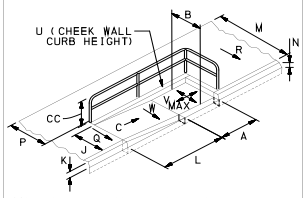
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



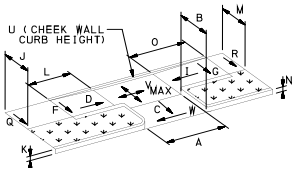
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



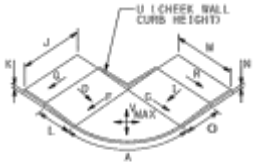
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



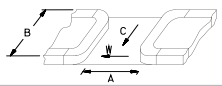
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

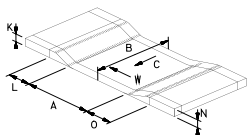
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	68	(IN)	
*	C	5.40	(%)	
*	D	4.20	(%)	
	E	5.90	(%)	
*	F	3.50	(%)	
*	G	6.60	(%)	
	H	7.90	(%)	
*	I	8.60	(%)	
*	J	60	(IN)	
	K	3	(IN)	
	L	29	(IN)	
*	M	90	(IN)	
	N	2	(IN)	
	O	28	(IN)	
*	P	49	(IN)	
*	Q	1.60	(%)	
*	R	1.10	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.80	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.00	(%)	
*	EE	1.10	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)	5.50	(%)

C-06-101-60000-LARGESt-WAKELINGSt-LARGESt-WAKELINGSt-2023-07-10-12-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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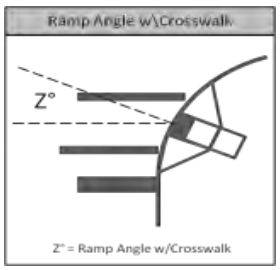
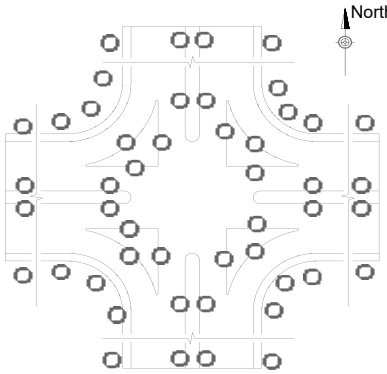
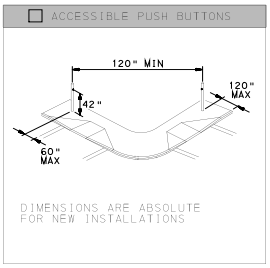
DEPARTMENT OF TRANSPORTATION

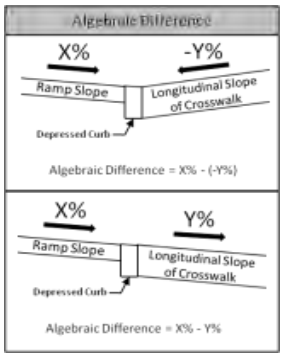
LARGE ST & WAKELING ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	5.80	%	0.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.3			
Intersection Ramp # of #	6	8				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					
*North Leg	LARGE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	WAKELING	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	LARGE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	WAKELING	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





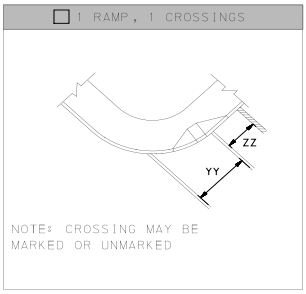


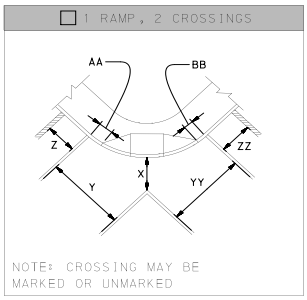


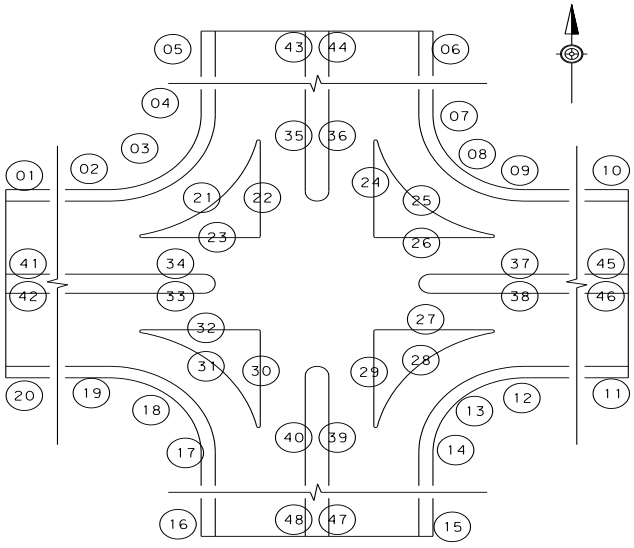
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-LARGESt-WAKELINGSt-LARGESt-WAKELINGSt-2023-07-10-14-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



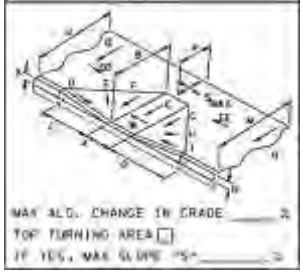




pennsylvania
DEPARTMENT OF TRANSPORTATION

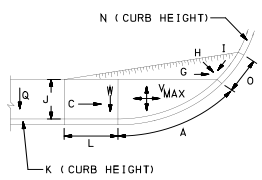
LARGE ST & WAKELING ST, PennDOT Location
ID # 14

☐ TYPE 1



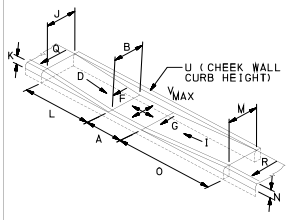
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



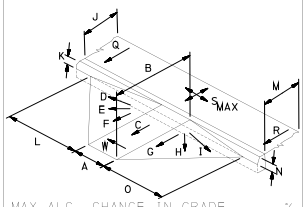
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



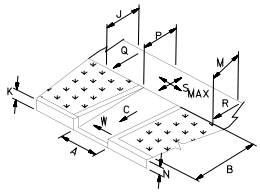
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



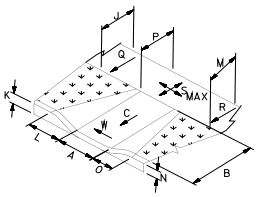
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



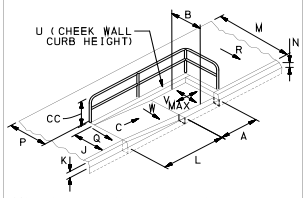
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



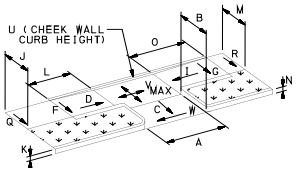
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



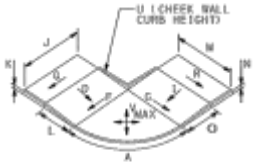
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



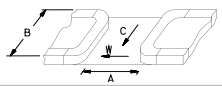
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

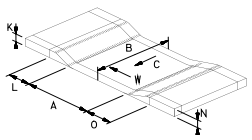
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	49	(IN)	
*	C	7.60	(%)	
*	D	8.80	(%)	
	E	8.40	(%)	
*	F	6.70	(%)	
*	G	5.50	(%)	
	H	7.50	(%)	
*	I	5.30	(%)	
*	J	60	(IN)	
	K	3	(IN)	
	L	29	(IN)	
*	M	90	(IN)	
	N	2	(IN)	
	O	34	(IN)	
*	P	50	(IN)	
*	Q	1.60	(%)	
*	R	1.10	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.70	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	Cannot be completed
*	Z		(IN)	
*	ZZ	999	(IN)	Cannot be completed
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.00	(%)	
*	EE	1.10	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

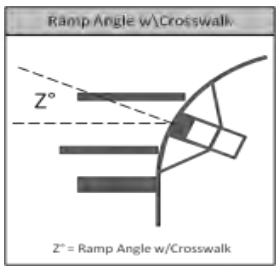
C-06-101-60000-LARGESt-WAKELINGSt-LARGESt-WAKELINGSt-2023-07-10-14-Type1

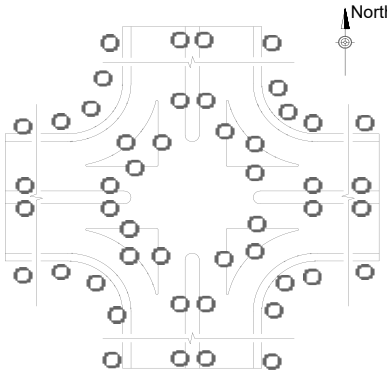
▲ **NOTE: If additional space for typed comments is required, please use**

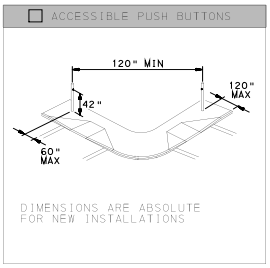
pennsylvania
DEPARTMENT OF TRANSPORTATION

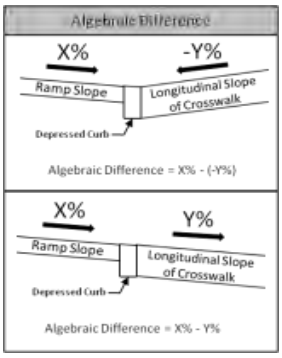
LARGE ST & WAKELING ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.70	%	2.00	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	2.2			
Intersection Ramp # of #		7	8			
*Ramp Location (Use Figure Below)			17			
*Curb Ramp Type	Type 1					
*North Leg	LARGE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	WAKELING	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	LARGE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	WAKELING	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





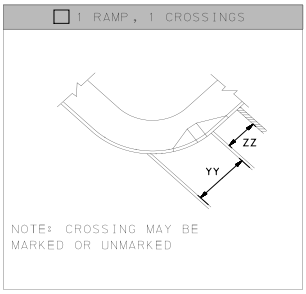


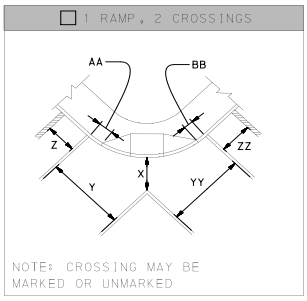


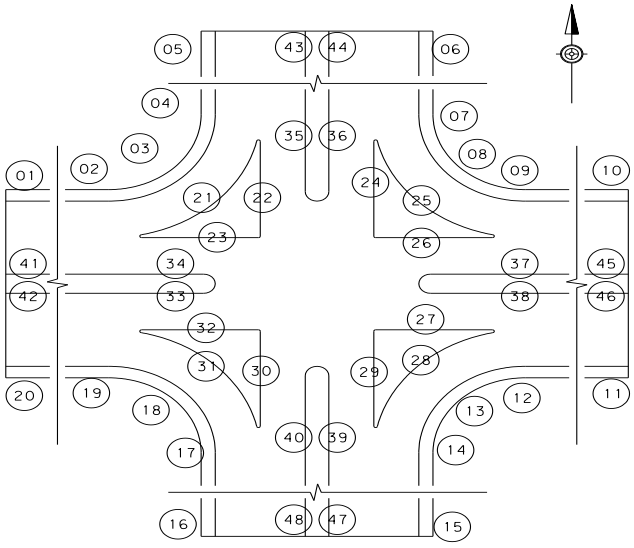
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-LARGESt-WAKELINGSt-LARGESt-WAKELINGSt-2023-07-10-17-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



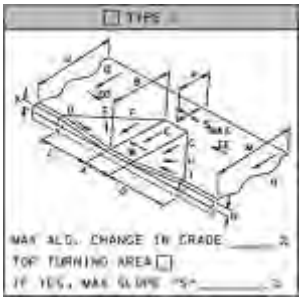




pennsylvania
DEPARTMENT OF TRANSPORTATION

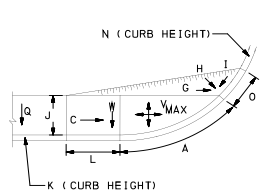
LARGE ST & WAKELING ST, PennDOT Location
ID # 17

☐ TYPE 1



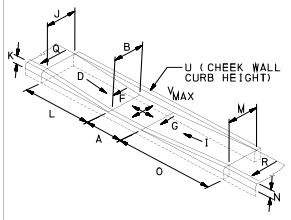
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



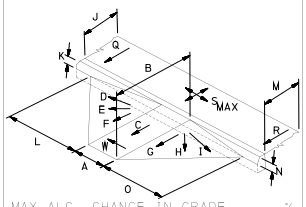
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



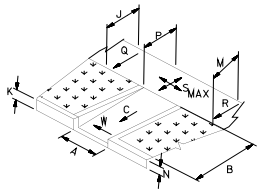
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



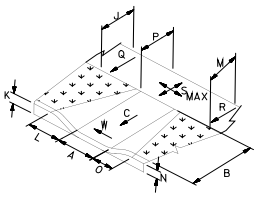
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



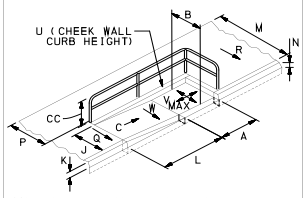
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



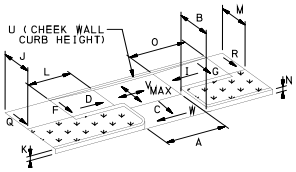
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



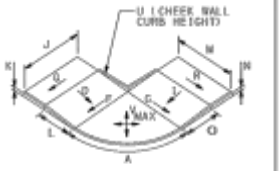
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible] INVERTED



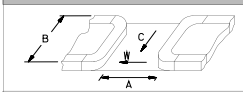
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

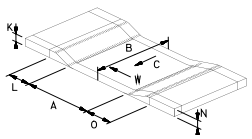
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	43	(IN)	
*	C	5.00	(%)	
*	D	4.20	(%)	
	E	999	(%)	cannot be completed
*	F	5.30	(%)	
*	G	5.40	(%)	
	H	7.80	(%)	
*	I	7.90	(%)	
*	J	89	(IN)	
	K	2	(IN)	
	L	46	(IN)	
*	M	125	(IN)	
	N	4	(IN)	
	O	28	(IN)	
*	P	59	(IN)	
*	Q	1.10	(%)	
*	R	2.70	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.00	(%)	
*	EE	1.90	(%)	

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	3.20	(%)

C-06-101-60000-LARGESt-WAKELINGSt-LARGESt-WAKELINGSt-2023-07-10-17-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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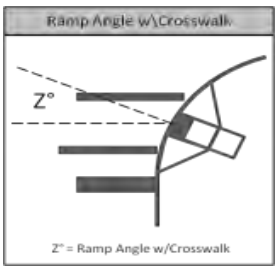
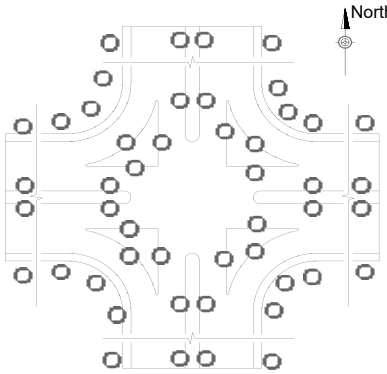
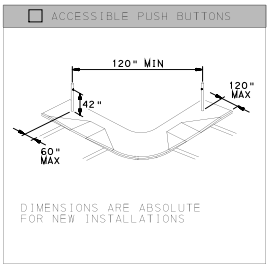
DEPARTMENT OF TRANSPORTATION

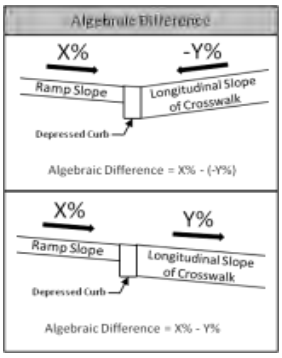
LARGE ST & WAKELING ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.70	%	0.60	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		9	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	8	8			
*Ramp Location (Use Figure Below)		19			
*Curb Ramp Type	Type 1				
*North Leg	LARGE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	WAKELING	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	LARGE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	WAKELING	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





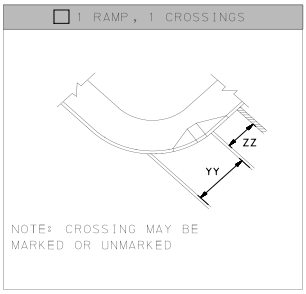


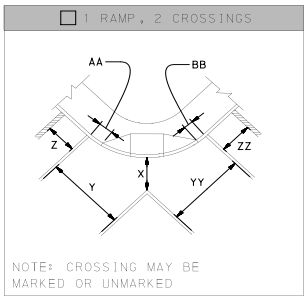


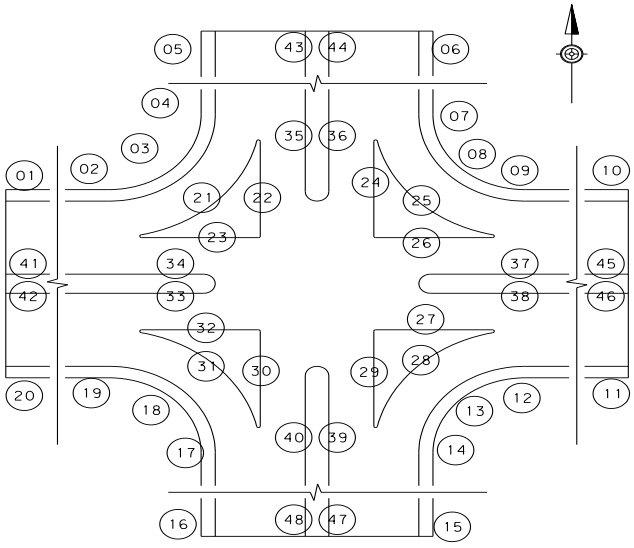
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-LARGESt-WAKELINGSt-LARGESt-WAKELINGSt-2023-07-10-19-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



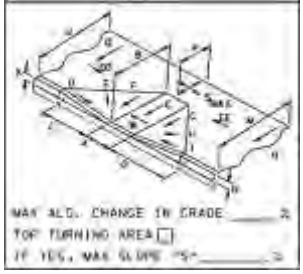




pennsylvania
DEPARTMENT OF TRANSPORTATION

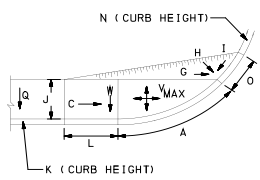
LARGE ST & WAKELING ST, PennDOT Location
ID # 19

☐ TYPE 1



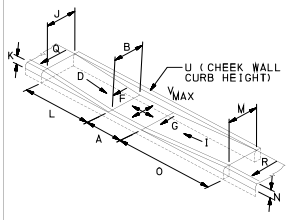
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



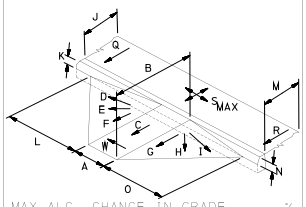
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



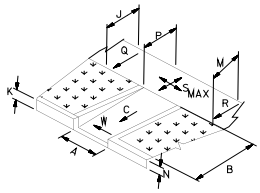
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



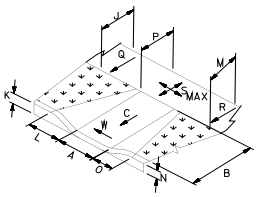
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



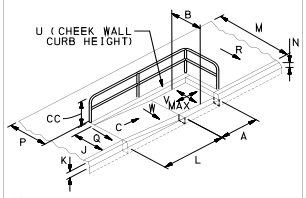
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



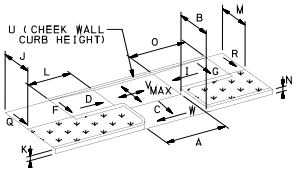
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



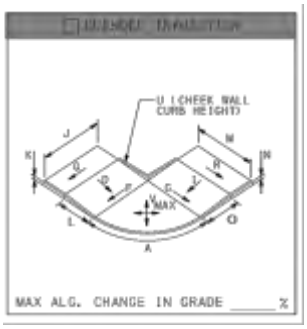
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



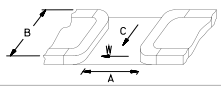
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

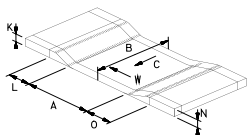
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	37	(IN)
*	C	4.10	(%)
*	D	4.00	(%)
	E	5.40	(%)
*	F	4.30	(%)
*	G	5.20	(%)
	H	3.90	(%)
*	I	1.00	(%)
*	J	89	(IN)
	K	2	(IN)
	L	30	(IN)
*	M	125	(IN)
	N	2	(IN)
	O	38	(IN)
*	P	50	(IN)
*	Q	1.10	(%)
*	R	2.70	(%)
*	S	1.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.50	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	51	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.00	(%)
*	EE	1.90	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments ▲

▲ **NOTE: If additional space for typed comments is required, please use**

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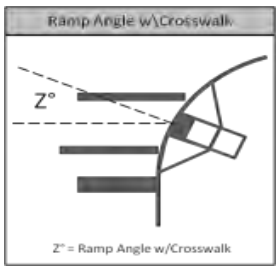
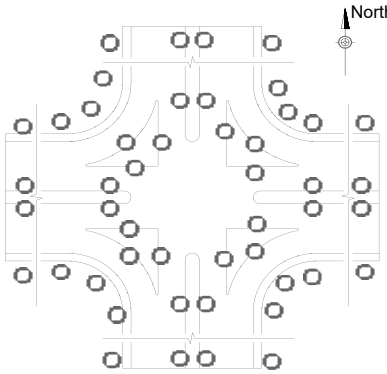
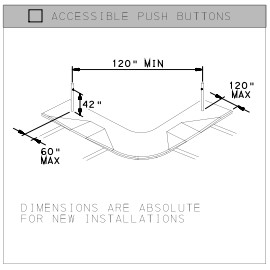
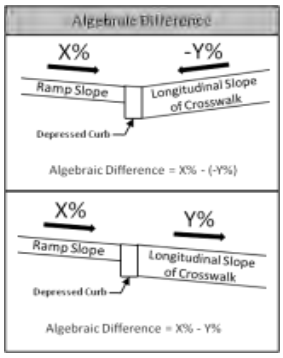
SANGER ST & SAUL ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.30	%	1.10	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		4	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.5		
Intersection Ramp # of #	3	4			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				
*North Leg	SANGER	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	SAUL	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	SANGER	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	SAUL	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





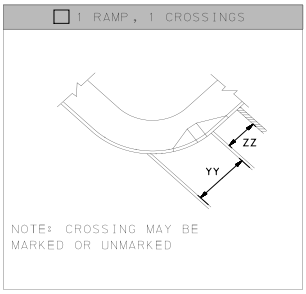


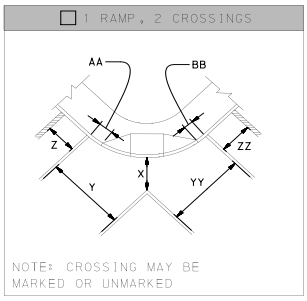


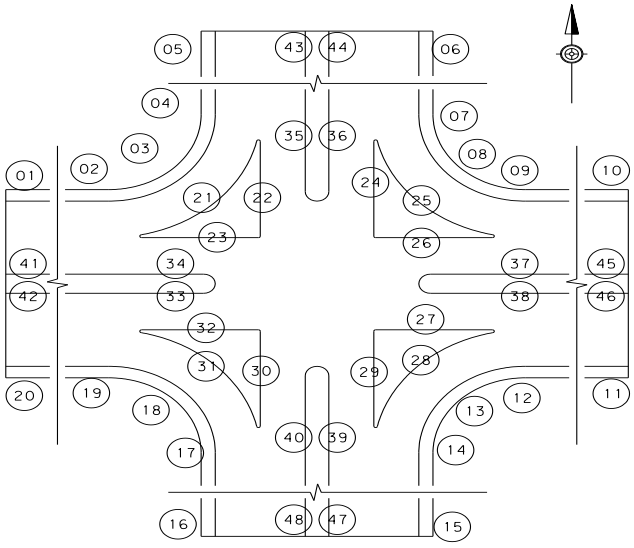
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-SANGERSt-SAULSt-SANGERSt-SAULSt-2023-07-10-12-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







SANGER ST & SAUL ST, PennDOT Location ID # 12

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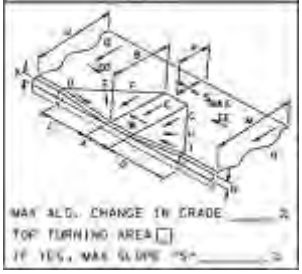
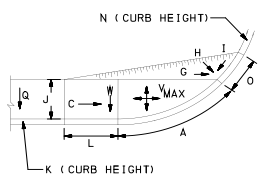
☐ TYPE 1



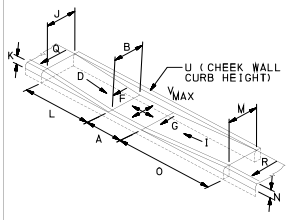
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



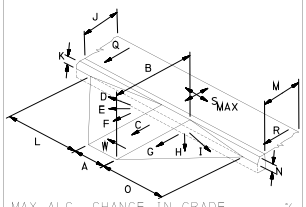
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



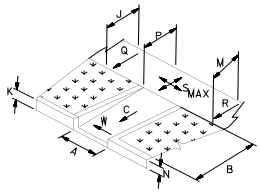
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



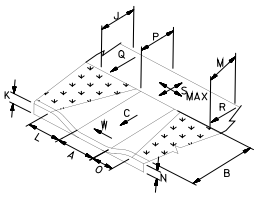
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



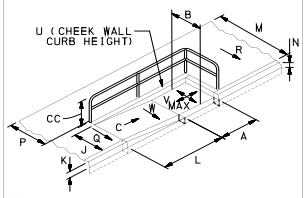
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



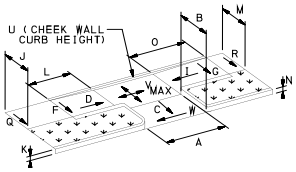
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



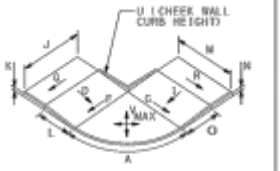
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



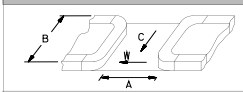
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

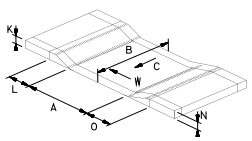
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	98	(IN)	
*	C	2.90	(%)	
*	D	10.00	(%)	
	E	999	(%)	cannot be completed
*	F	0.60	(%)	
*	G	2.60	(%)	
	H	3.60	(%)	
*	I	4.20	(%)	
*	J	180	(IN)	
	K	3	(IN)	
	L	43	(IN)	
*	M	140	(IN)	
	N	2	(IN)	
	O	42	(IN)	
*	P	49	(IN)	
*	Q	1.00	(%)	
*	R	2.00	(%)	
*	S	1.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.80	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	6.50	(%)	
*	EE	1.00	(%)	
	DWS Transition Strip	YES		
	DWS Transition Strip Slope (FF)	1.20	(%)	

▲ **NOTE: If additional space for typed comments is required, please use**

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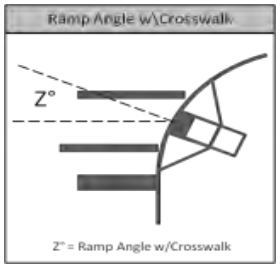
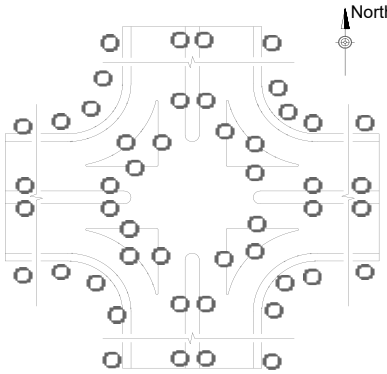
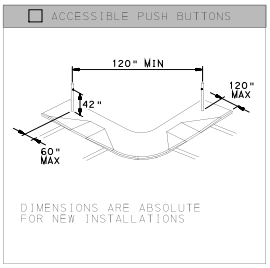
DEPARTMENT OF TRANSPORTATION

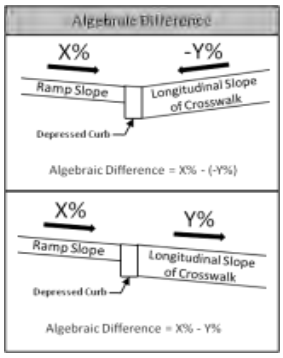
SANGER ST & SAUL ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.20	%	0.40	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	4	4			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg	SANGER	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	SAUL	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	SANGER	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	SAUL	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





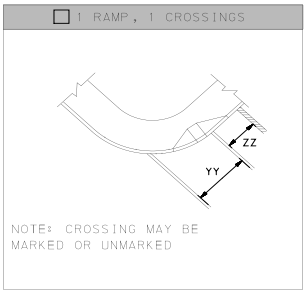


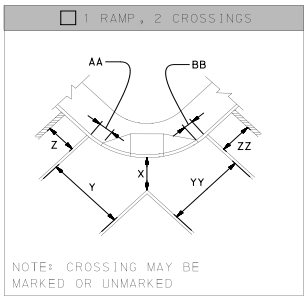


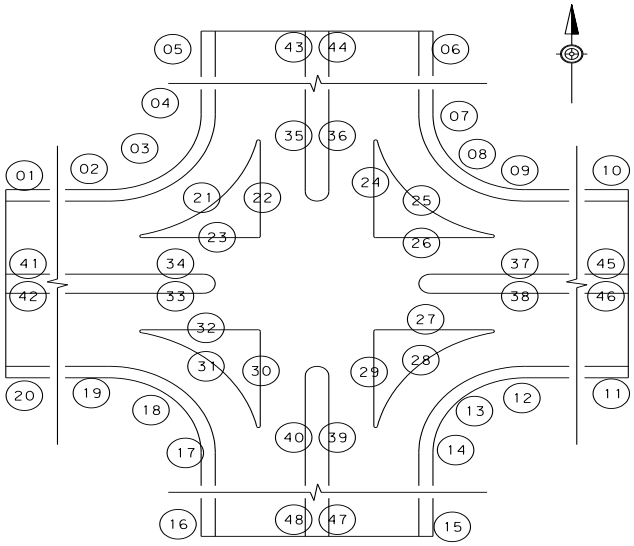
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-SANGERSt-SAULSt-SANGERSt-SAULSt-2023-07-10-14-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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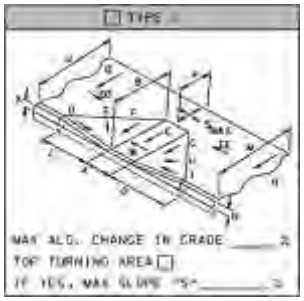
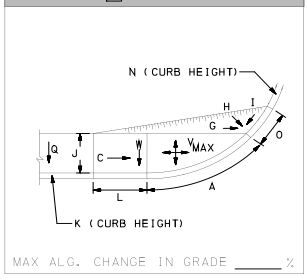
SANGER ST & SAUL ST, PennDOT Location ID # 14

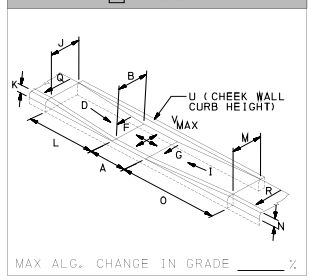
☐ TYPE 1



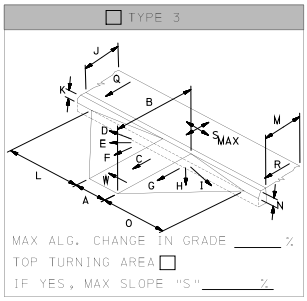
☐ TYPE 1A



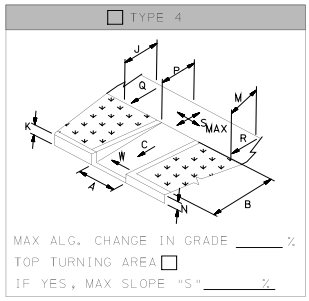
☐ TYPE 2



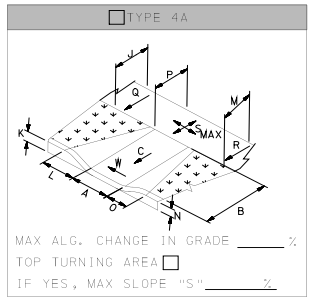
☐ TYPE 3



☐ TYPE 4



☐ TYPE 4A



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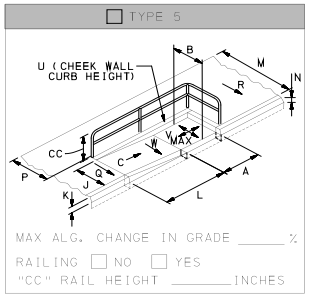
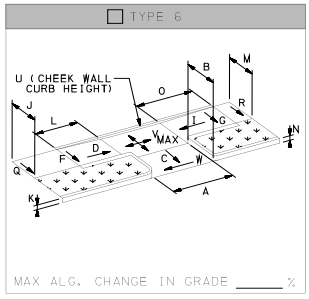
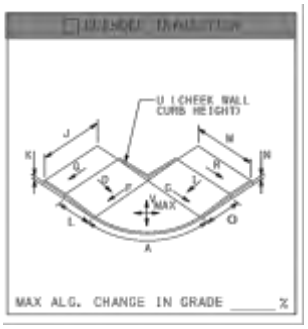


☐ TYPE 6



☐ [illegible]

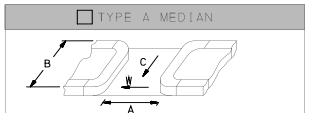


☐ NON-TYPICAL

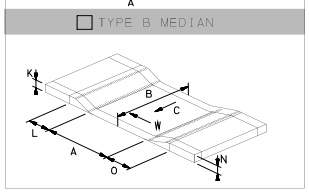
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	47	(IN)	
*	C	7.00	(%)	
*	D	6.70	(%)	
	E	7.40	(%)	
*	F	6.10	(%)	
*	G	7.90	(%)	
	H	7.10	(%)	
*	I	4.80	(%)	
*	J	180	(IN)	
	K	2	(IN)	
	L	60	(IN)	
*	M	120	(IN)	
	N	2	(IN)	
	O	32	(IN)	
*	P	50	(IN)	
*	Q	1.00	(%)	
*	R	2.00	(%)	
*	S	1.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	6.50	(%)	
*	EE	1.00	(%)	
	DWS Transition Strip	YES		
	DWS Transition Strip Slope (FF)	5.00	(%)	

▲ **NOTE: If additional space for typed comments is required, please use**

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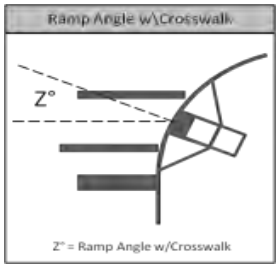
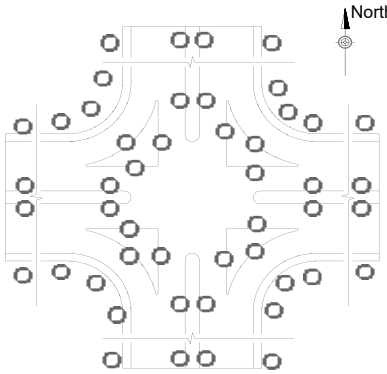
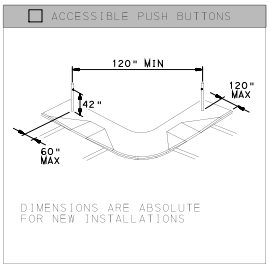
DEPARTMENT OF TRANSPORTATION

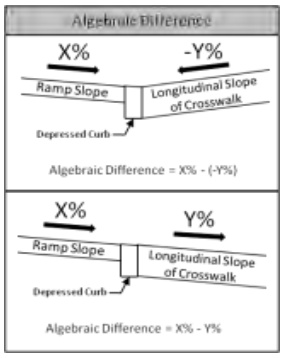
SANGER ST & SAUL ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.30	%	0.60	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		1	4			
*Ramp Location (Use Figure Below)			17			
*Curb Ramp Type	Type 1					
*North Leg	SANGER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	SAUL	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	SANGER	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	SAUL	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





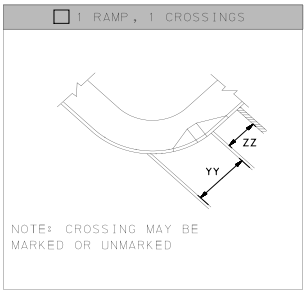


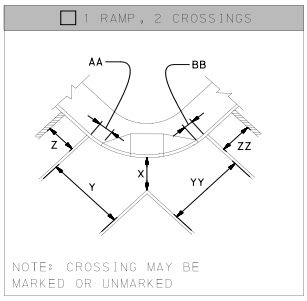


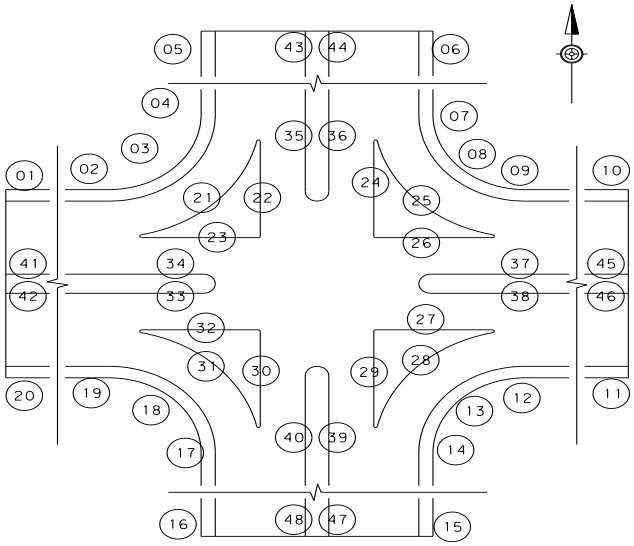
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-SANGERSt-SAULSt-SANGERSt-SAULSt-2023-07-10-17-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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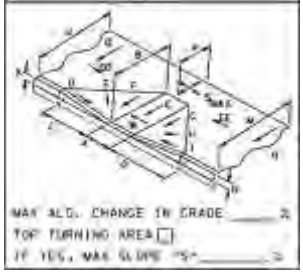
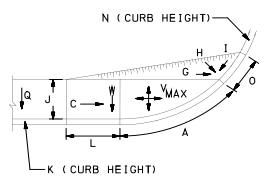
SANGER ST & SAUL ST, PennDOT Location ID # 17

☐ TYPE 1



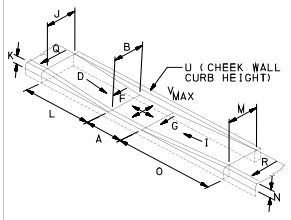
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



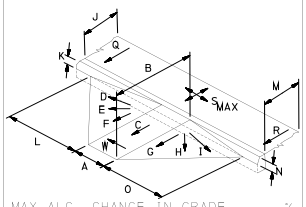
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



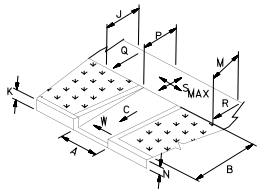
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



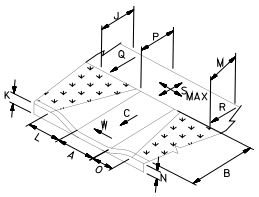
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



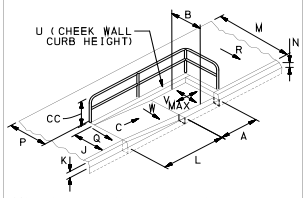
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



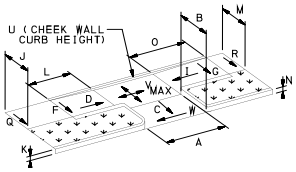
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



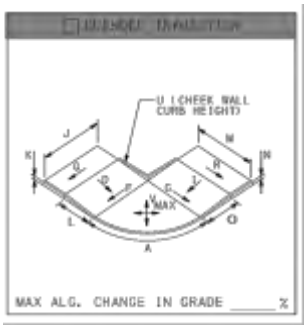
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DRIVEWAY DEPRESSION



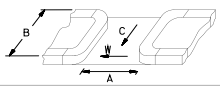
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

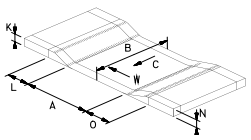
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	67	(IN)	
*	C	5.20	(%)	
*	D	5.70	(%)	
	E	6.10	(%)	
*	F	4.80	(%)	
*	G	6.20	(%)	
	H	9.40	(%)	
*	I	9.50	(%)	
*	J	128	(IN)	
	K	3	(IN)	
	L	29	(IN)	
*	M	146	(IN)	
	N	6	(IN)	
	O	35	(IN)	
*	P	50	(IN)	
*	Q	4.50	(%)	
*	R	0.60	(%)	
*	S	1.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.70	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	cannot be completed
*	Z		(IN)	
*	ZZ	999	(IN)	cannot be completed
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.20	(%)	
*	EE	5.90	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-SANGERSt-SAULSt-SANGERSt-SAULSt-2023-07-10-17-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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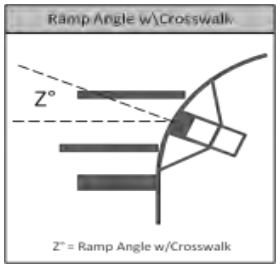
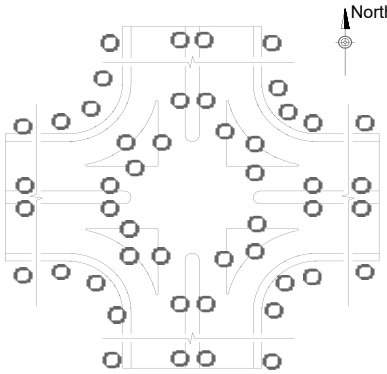
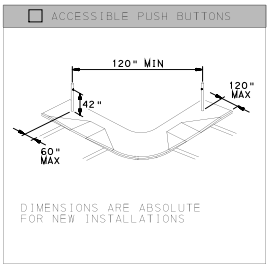
DEPARTMENT OF TRANSPORTATION

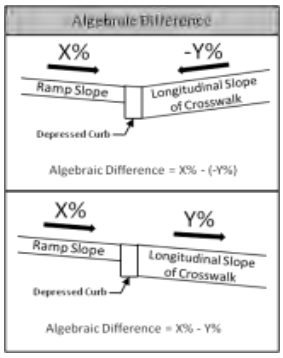
SANGER ST & SAUL ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.80	%	2.00	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		6	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	2	4			
*Ramp Location (Use Figure Below)		19			
*Curb Ramp Type	Type 1				
*North Leg	SANGER	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	SAUL	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	SANGER	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	SAUL	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





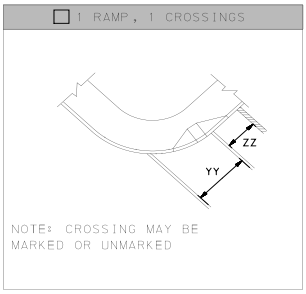


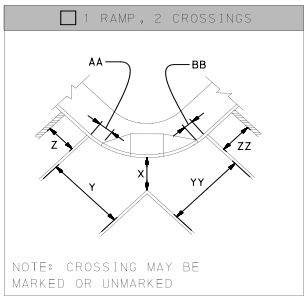


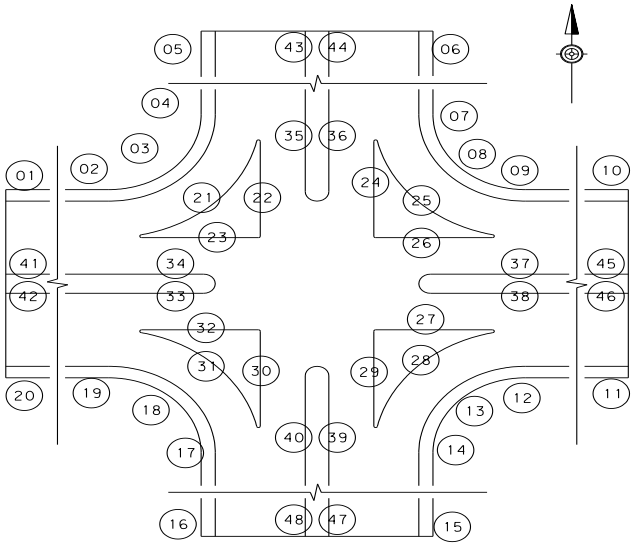
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-SANGERSt-SAULSt-SANGERSt-SAULSt-2023-07-10-19-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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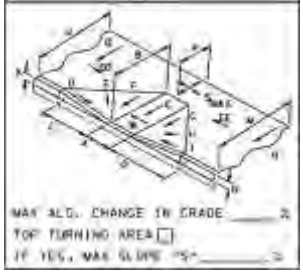
DEPARTMENT OF TRANSPORTATION

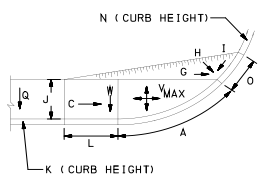
SANGER ST & SAUL ST, PennDOT Location ID # 19

☐ TYPE 1



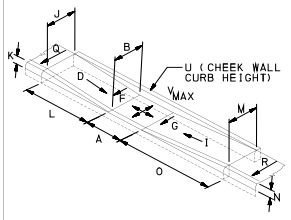
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



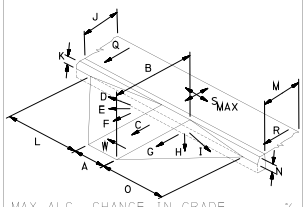
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



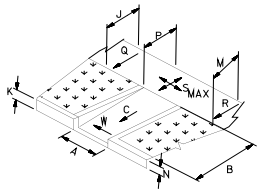
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



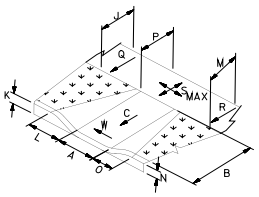
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



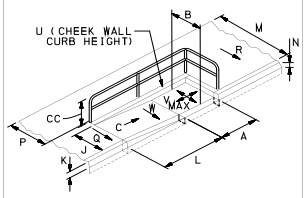
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



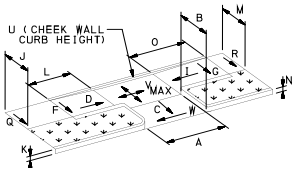
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



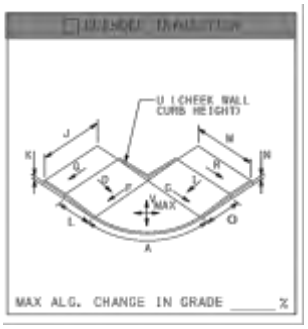
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ DETAIL DRAWING



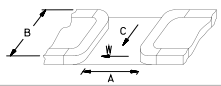
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

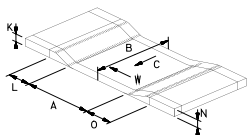
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	104	(IN)	
*	C	2.60	(%)	
*	D	2.50	(%)	
	E	2.80	(%)	
*	F	2.50	(%)	
*	G	1.80	(%)	
	H	4.40	(%)	
*	I	6.60	(%)	
*	J	128	(IN)	
	K	6	(IN)	
	L	41	(IN)	
*	M	146	(IN)	
	N	3	(IN)	
	O	30	(IN)	
*	P	51	(IN)	
*	Q	4.50	(%)	
*	R	0.60	(%)	
*	S	1.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	cannot be completed
*	Z		(IN)	
*	ZZ	999	(IN)	cannot be completed
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.20	(%)	
*	EE	5.90	(%)	

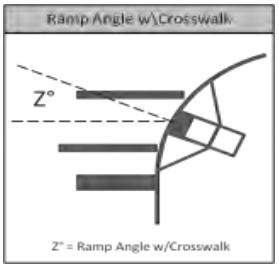
DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

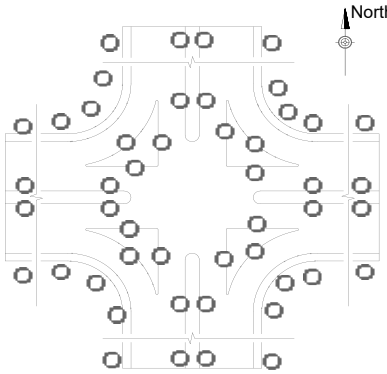
▲ **NOTE: If additional space for typed comments is required, please use**

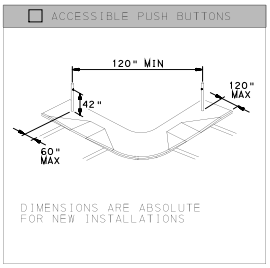
pennsylvania
DEPARTMENT OF TRANSPORTATION

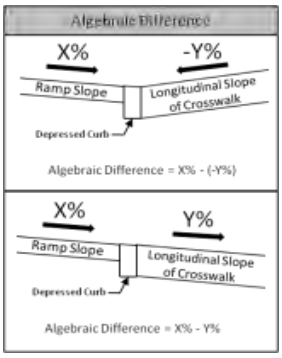
SAUL ST & VAN KIRK ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.00	%	2.00	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		7	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	2.6		
Intersection Ramp # of #	3	8			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				
*North Leg	VAN KIRK	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	SAUL	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	VAN KIRK	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	SAUL	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





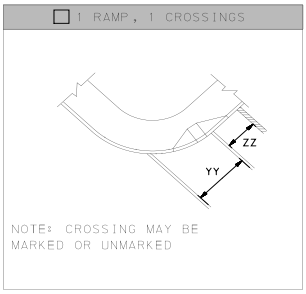


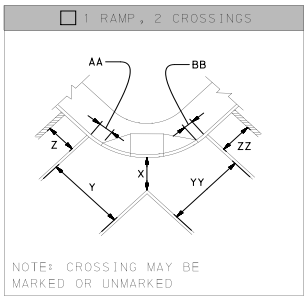


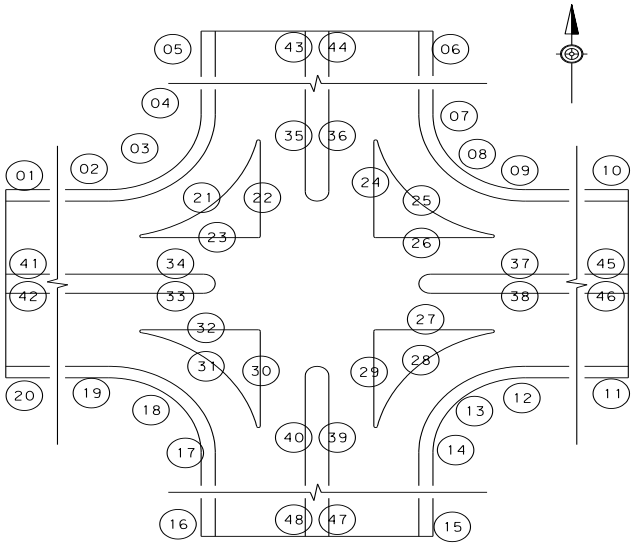
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-VANKIRKSt-SAULSt-VANKIRKSt-SAULSt-2023-07-10-2-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions

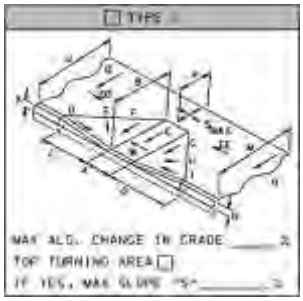






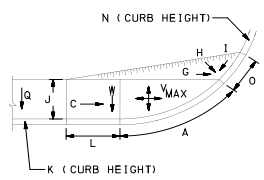
SAUL ST & VAN KIRK ST, PennDOT Location ID # 2

TYPE 1



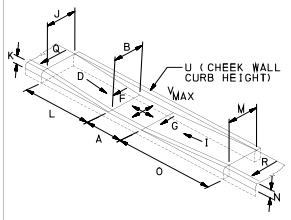
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 1A



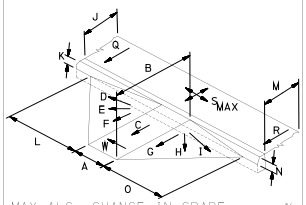
MAX ALG. CHANGE IN GRADE _____ %

TYPE 2



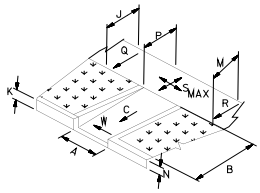
MAX ALG. CHANGE IN GRADE _____ %

TYPE 3



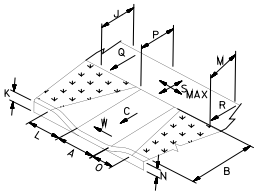
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4



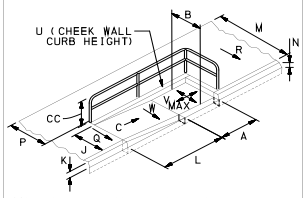
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



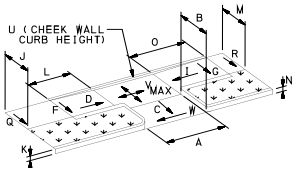
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 5



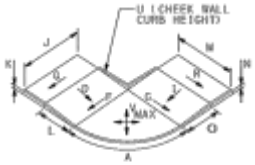
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

[redacted]



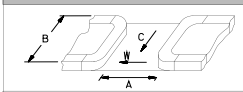
MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

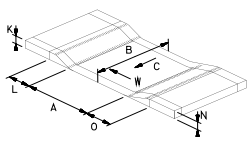
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN



TYPE B MEDIAN



		"0.00" inches or %		Comments
*	A	48	(IN)	
*	B	37	(IN)	
*	C	6.60	(%)	
*	D	6.70	(%)	
	E	6.50	(%)	
*	F	4.70	(%)	
*	G	7.50	(%)	
	H	9.30	(%)	
*	I	9.90	(%)	
*	J	60	(IN)	
	K	6	(IN)	
	L	36	(IN)	
*	M	85	(IN)	
	N	2	(IN)	
	O	32	(IN)	
*	P	60	(IN)	
*	Q	0.70	(%)	
*	R	1.50	(%)	
*	S	0.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.80	(%)	
*	EE	2.70	(%)	

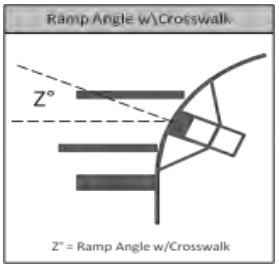
DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	5.00 (%)

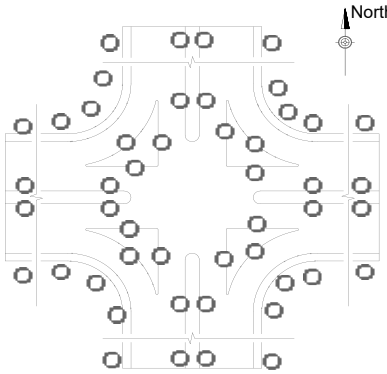
▲ **NOTE: If additional space for typed comments is required, please use**

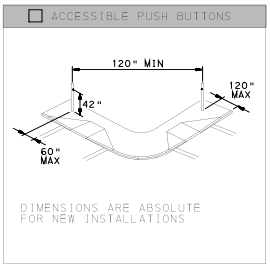
pennsylvania
DEPARTMENT OF TRANSPORTATION

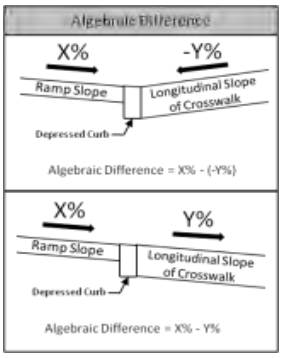
SAUL ST & VAN KIRK ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.90	%	2.00	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		10	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	2.6		
Intersection Ramp # of #	4	8			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				
*North Leg	VAN KIRK	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	SAUL	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	VAN KIRK	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	SAUL	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





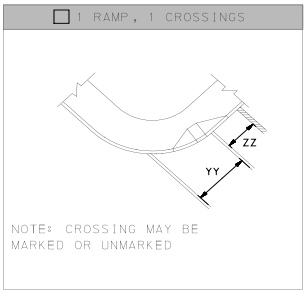


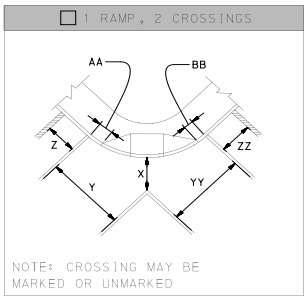


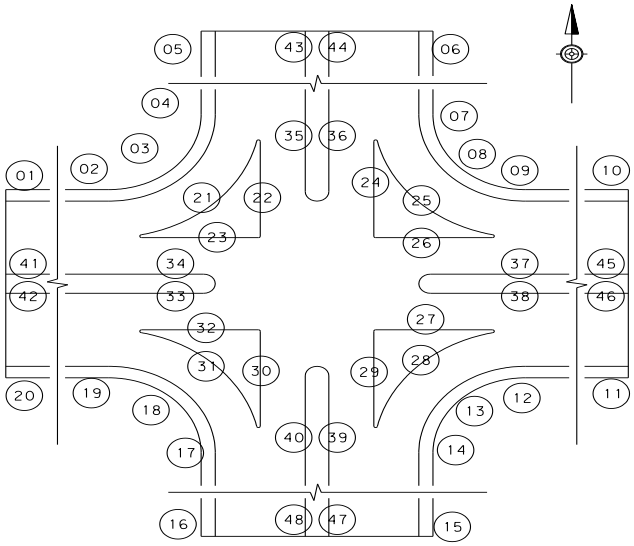
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-VANKIRKSt-SAULSt-VANKIRKSt-SAULSt-2023-07-10-4-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions

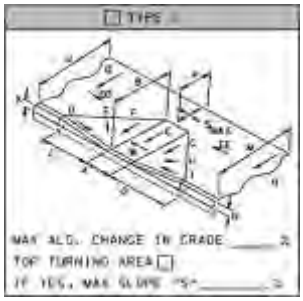






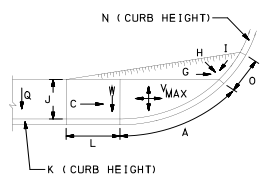
SAUL ST & VAN KIRK ST, PennDOT Location ID # 4

TYPE 1



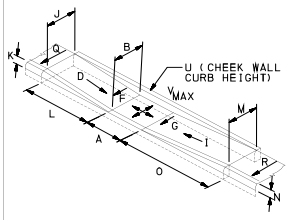
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 1A



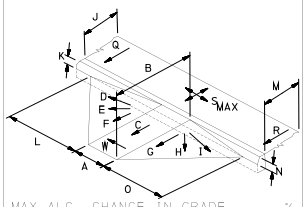
MAX ALG. CHANGE IN GRADE _____ %

TYPE 2



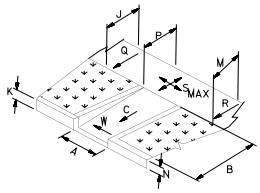
MAX ALG. CHANGE IN GRADE _____ %

TYPE 3



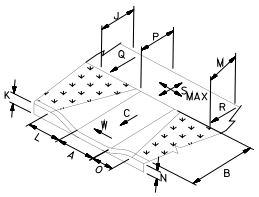
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4



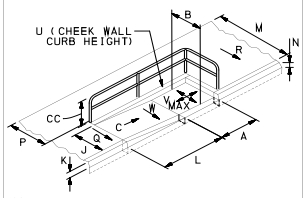
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



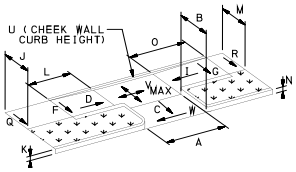
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 5



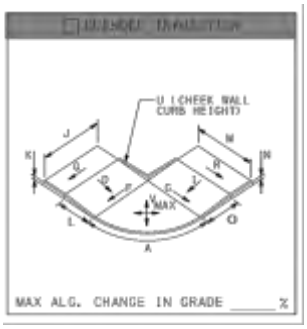
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

[redacted]



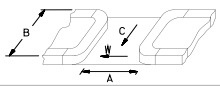
MAX ALG. CHANGE IN GRADE _____ %

NON-TYPICAL

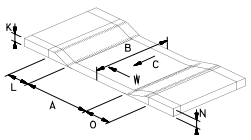
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

TYPE A MEDIAN



TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	34	(IN)	
*	C	6.30	(%)	
*	D	4.90	(%)	
	E	5.10	(%)	
*	F	5.00	(%)	
*	G	5.20	(%)	
	H	5.90	(%)	
*	I	7.60	(%)	
*	J	60	(IN)	
	K	2	(IN)	
	L	32	(IN)	
*	M	85	(IN)	
	N	3	(IN)	
	O	36	(IN)	
*	P	60	(IN)	
*	Q	0.70	(%)	
*	R	1.50	(%)	
*	S	0.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	cannot be completed
*	Z		(IN)	
*	ZZ	999	(IN)	cannot be completed
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.80	(%)	
*	EE	2.70	(%)	

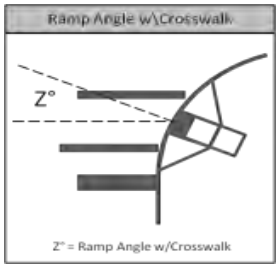
DWS Transition Strip	YES
DWS Transition Strip Slope (FF)	5.00 (%)

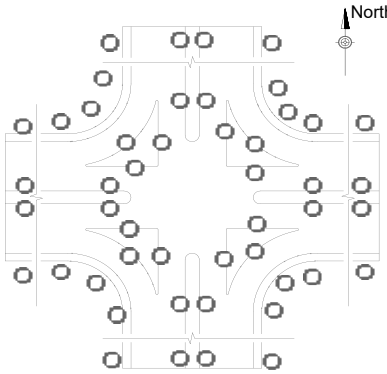
C-06-101-60000-VANKIRKSt-SAULSt-VANKIRKSt-SAULSt-2023-07-10-4-Type1

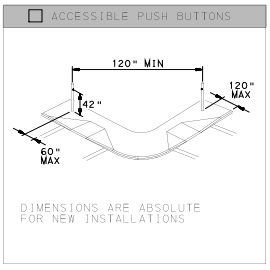
▲ **NOTE: If additional space for typed comments is required, please use**

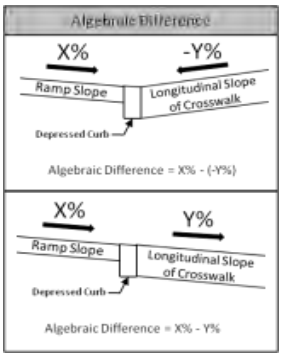
SAUL ST & VAN KIRK ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	07	10	
Designer 1	Bryan Fleming JJA			
Designer 2	Randy Kravitz TPD			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	State Route			
Photo Log Number	N/A			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Grate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type	PolCom			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.30	%	1.50	%
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk	19	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:		
ECMS #		Alg Δ Grade (%)	0.0	
Intersection Ramp # of #	5	8		
*Ramp Location (Use Figure Below)		07		
*Curb Ramp Type	Type 1			
*North Leg	SAUL	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	VAN KIRK	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	SAUL	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	VAN KIRK	(segment)	(offset)	
*West Leg Desc.	St			
Ramp Coordinates	Latitude			
	Longitude			





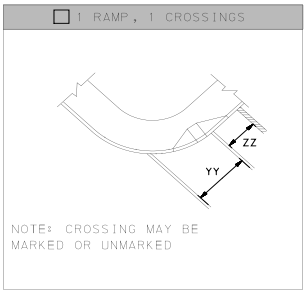


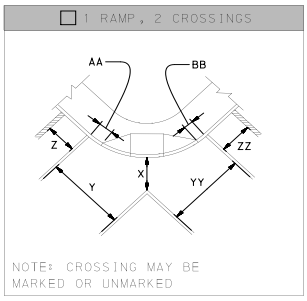


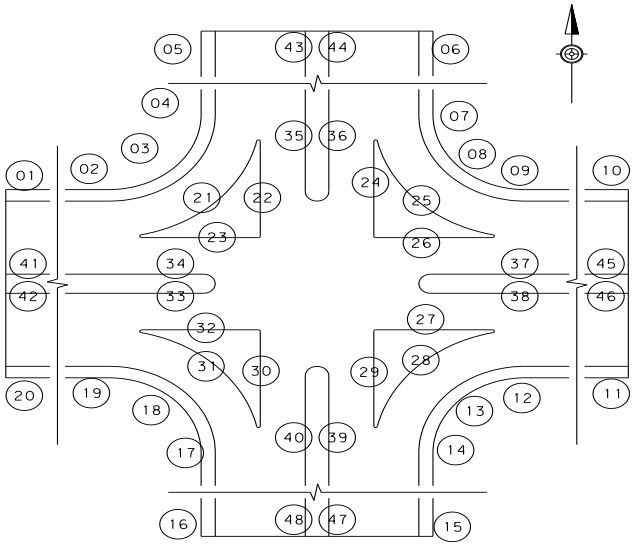
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES	
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-SAULSt-VANKIRKSt-SAULSt-VANKIRKSt-2023-07-10-7-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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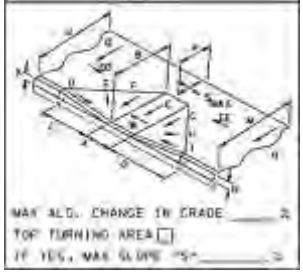
DEPARTMENT OF TRANSPORTATION

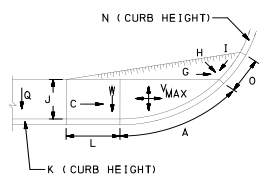
SAUL ST & VAN KIRK ST, PennDOT Location ID # 7

☐ TYPE 1



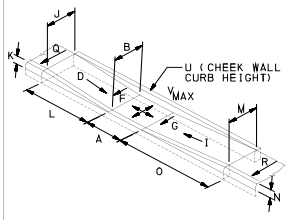
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



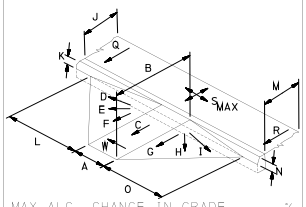
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



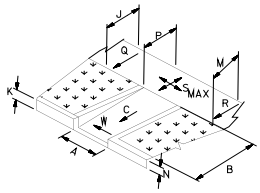
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



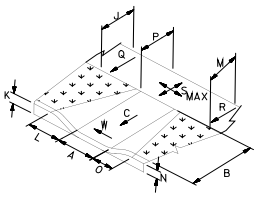
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



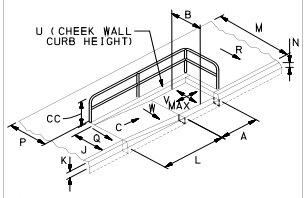
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



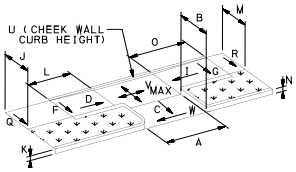
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



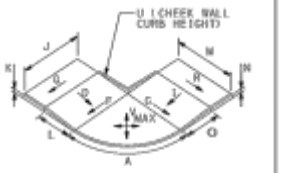
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



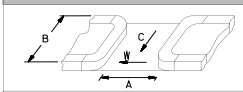
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

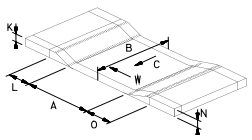
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	40	(IN)	
*	C	7.30	(%)	
*	D	6.90	(%)	
	E	8.30	(%)	
*	F	8.20	(%)	
*	G	6.00	(%)	
	H	6.10	(%)	
*	I	5.30	(%)	
*	J	87	(IN)	
	K	3	(IN)	
	L	36	(IN)	
*	M	97	(IN)	
	N	2	(IN)	
	O	32	(IN)	
*	P	51	(IN)	
*	Q	1.90	(%)	
*	R	2.50	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.70	(%)	
*	EE	1.40	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

C-06-101-60000-SAULSt-VANKIRKSt-SAULSt-VANKIRKSt-2023-07-10-7-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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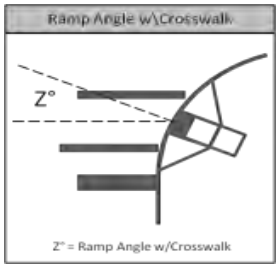
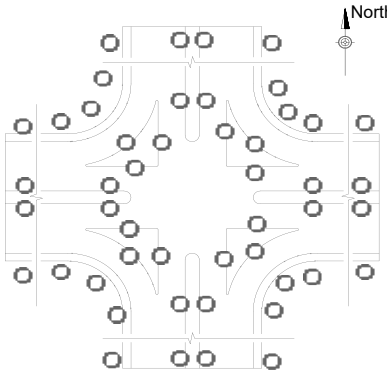
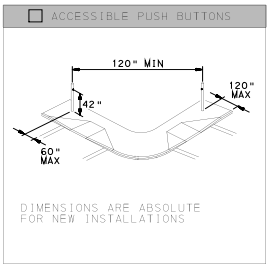
DEPARTMENT OF TRANSPORTATION

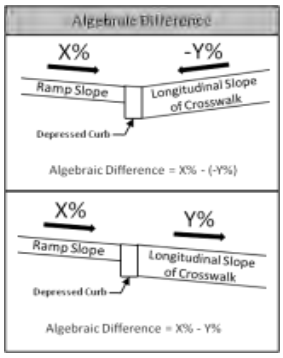
SAUL ST & VAN KIRK ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.60	%	1.20	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		14	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	6	8			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				
*North Leg	SAUL	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	VAN KIRK	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	SAUL	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	VAN KIRK	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





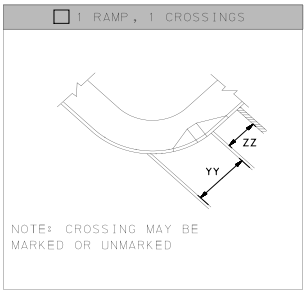


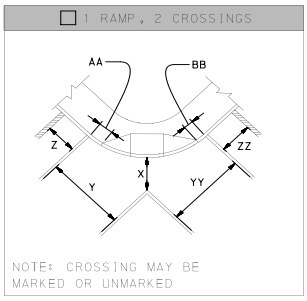


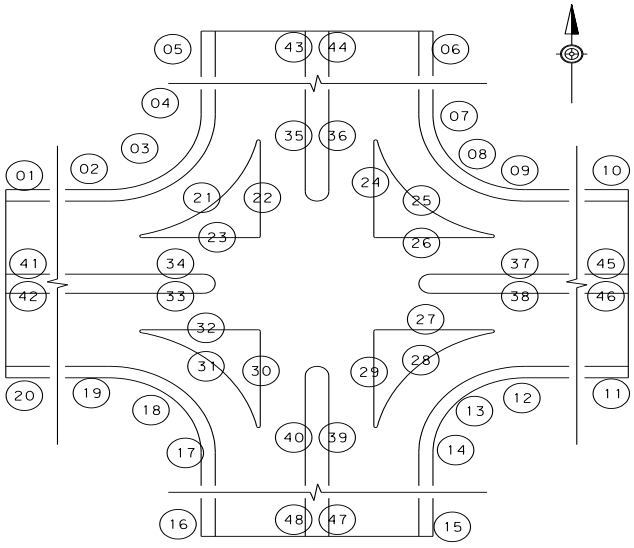
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-SAULSt-VANKIRKSt-SAULSt-VANKIRKSt-2023-07-10-9-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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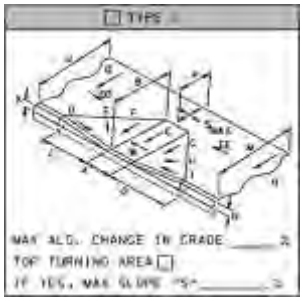
DEPARTMENT OF TRANSPORTATION

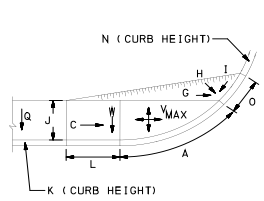
SAUL ST & VAN KIRK ST, PennDOT Location ID # 9

☐ TYPE 1



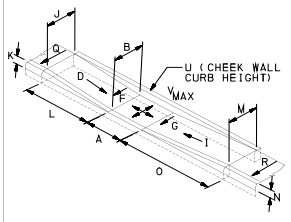
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



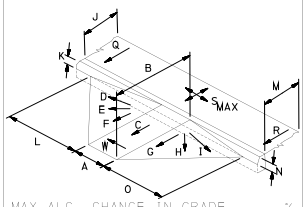
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



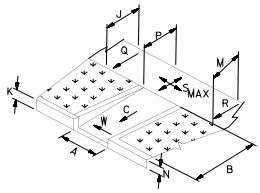
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



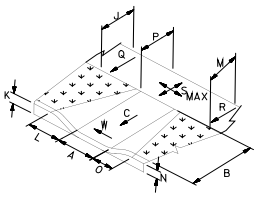
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



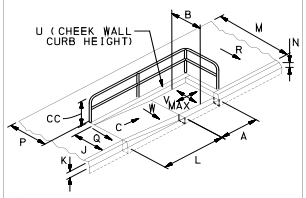
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



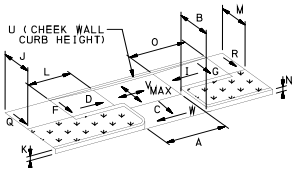
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



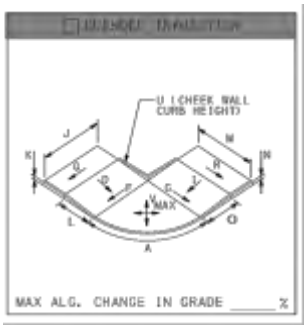
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



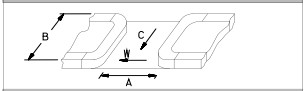
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

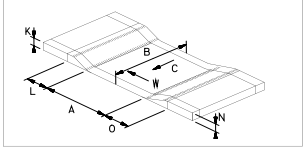
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	47	(IN)	
*	C	5.50	(%)	
*	D	6.20	(%)	
	E	7.00	(%)	
*	F	5.70	(%)	
*	G	5.20	(%)	
	H	6.30	(%)	
*	I	5.60	(%)	
*	J	87	(IN)	
	K	2	(IN)	
	L	38	(IN)	
*	M	97	(IN)	
	N	3	(IN)	
	O	30	(IN)	
*	P	54	(IN)	
*	Q	1.90	(%)	
*	R	2.50	(%)	
*	S	0.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.70	(%)	
*	EE	1.40	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

C-06-101-60000-SAULSt-VANKIRKSt-SAULSt-VANKIRKSt-2023-07-10-9-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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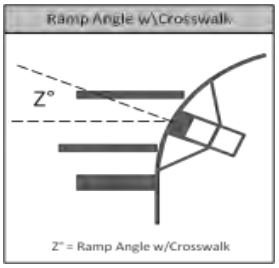
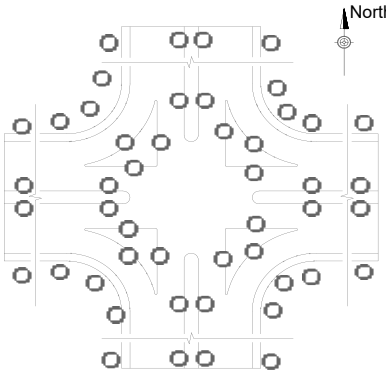
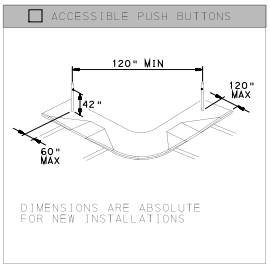
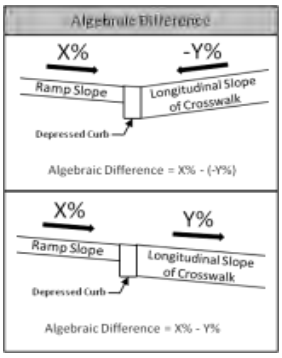
SAUL ST & VAN KIRK ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.90	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		14	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	7	8				
*Ramp Location (Use Figure Below)		12				
*Curb Ramp Type	Type 1					
*North Leg	VAN KIRK	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	SAUL	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	VAN KIRK	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	SAUL	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





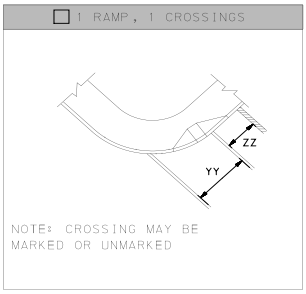


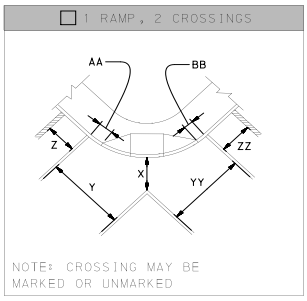


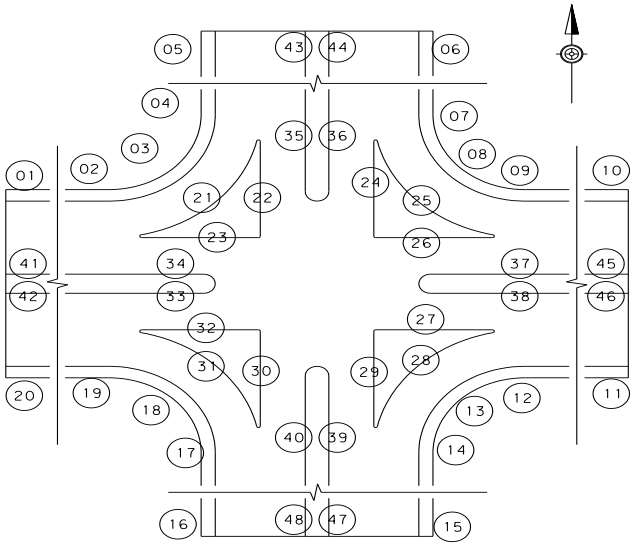
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-VANKIRKSt-SAULSt-VANKIRKSt-SAULSt-2023-07-10-12-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions







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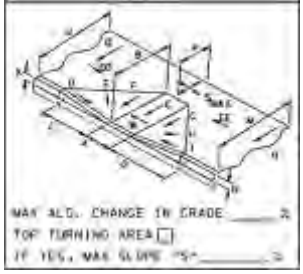
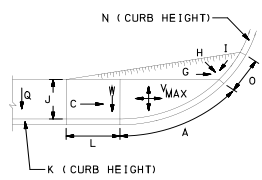
SAUL ST & VAN KIRK ST, PennDOT Location ID # 12

☐ TYPE 1



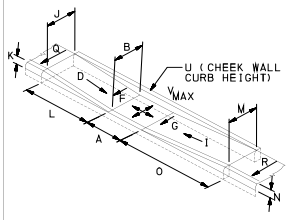
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



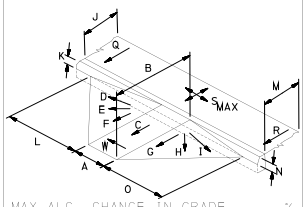
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



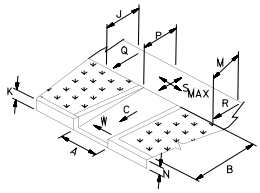
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



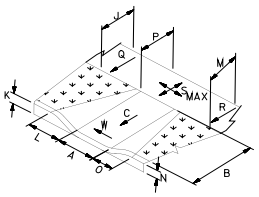
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



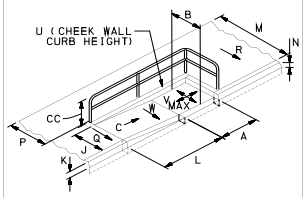
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



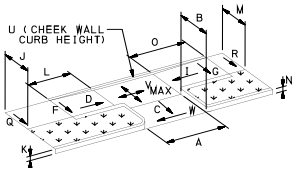
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



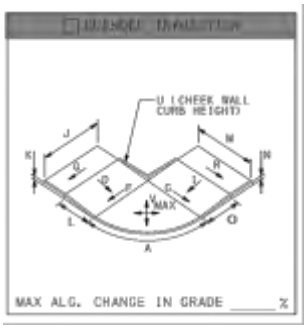
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible] INVERTED



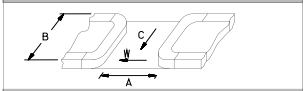
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

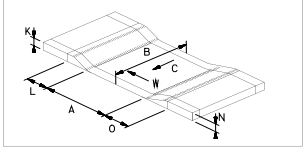
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	37	(IN)	
*	C	7.70	(%)	
*	D	7.40	(%)	
	E	999	(%)	cannot be completed
*	F	8.20	(%)	
*	G	8.00	(%)	
	H	8.20	(%)	
*	I	6.60	(%)	
*	J	80	(IN)	
	K	6	(IN)	
	L	36	(IN)	
*	M	82	(IN)	
	N	4	(IN)	
	O	37	(IN)	
*	P	57	(IN)	
*	Q	1.60	(%)	
*	R	2.00	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.00	(%)	
*	EE	2.30	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-VANKIRKSt-SAULSt-VANKIRKSt-SAULSt-2023-07-10-12-Type1

▲ **NOTE: If additional space for typed comments is required, please use**

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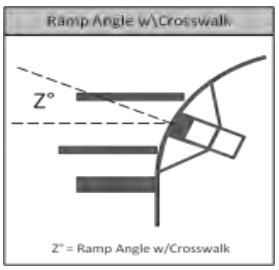
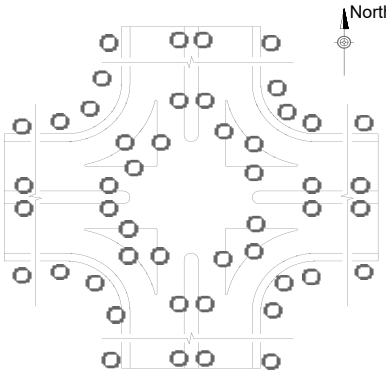
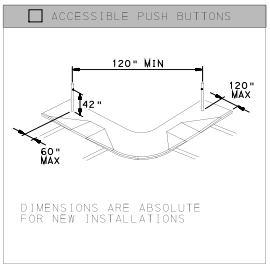
DEPARTMENT OF TRANSPORTATION

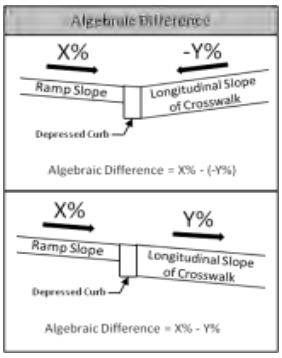
SAUL ST & VAN KIRK ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.50	%	1.00	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		10	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.1			
Intersection Ramp # of #	8	8				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					
*North Leg	VAN KIRK	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	SAUL	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	VAN KIRK	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	SAUL	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





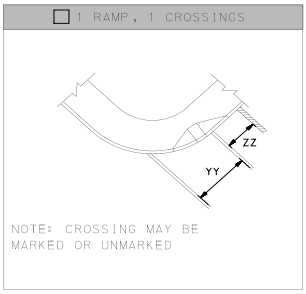


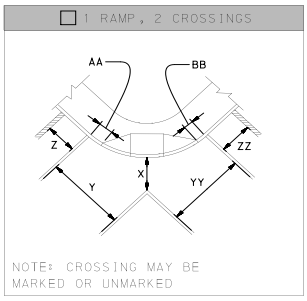


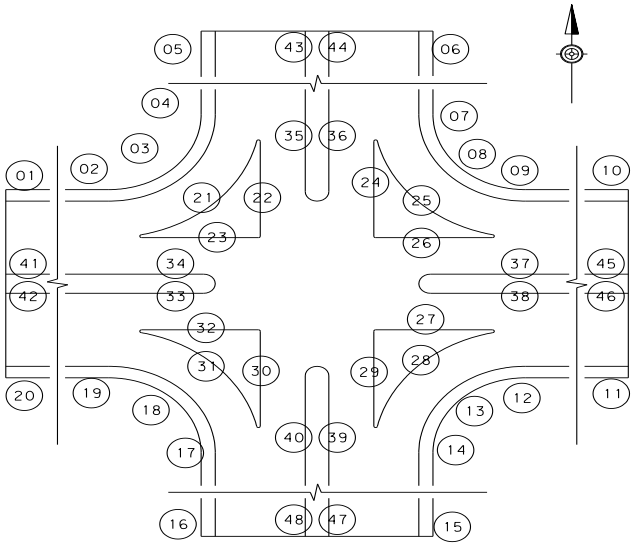
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-VANKIRKSt-SAULSt-VANKIRKSt-SAULSt-2023-07-10-14-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



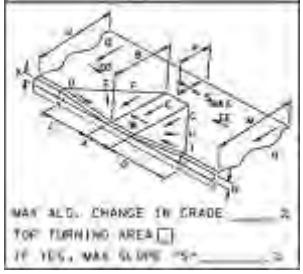




SAUL ST & VAN KIRK ST, PennDOT Location ID # 14

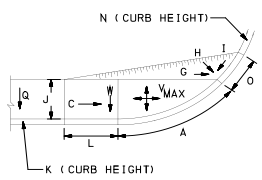
pennsylvania
DEPARTMENT OF TRANSPORTATION

☐ TYPE 1



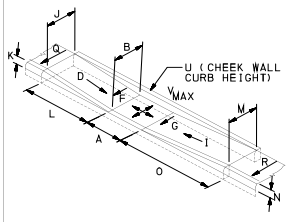
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



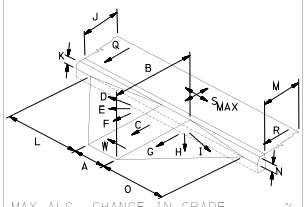
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



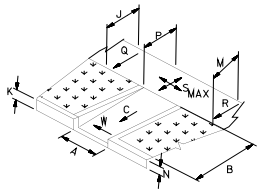
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



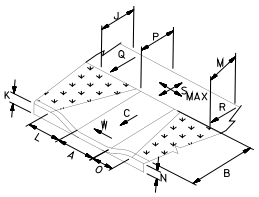
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



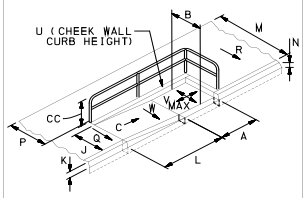
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



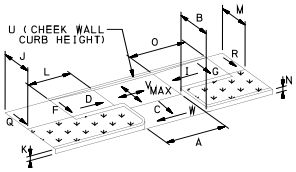
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



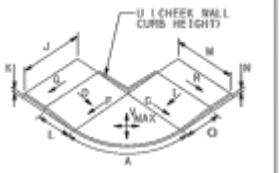
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



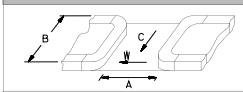
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

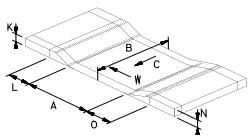
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	33	(IN)	
*	C	7.20	(%)	
*	D	5.60	(%)	
	E	7.90	(%)	
*	F	7.10	(%)	
*	G	6.00	(%)	
	H	2.60	(%)	
*	I	0.50	(%)	
*	J	80	(IN)	
	K	4	(IN)	
	L	38	(IN)	
*	M	82	(IN)	
	N	2	(IN)	
	O	32	(IN)	
*	P	48	(IN)	
*	Q	1.60	(%)	
*	R	2.00	(%)	
*	S	1.30	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.00	(%)	
*	EE	2.30	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

▲ **NOTE: If additional space for typed comments is required, please use**

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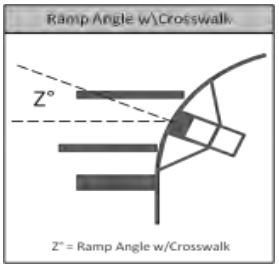
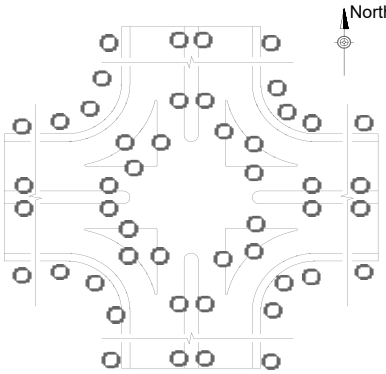
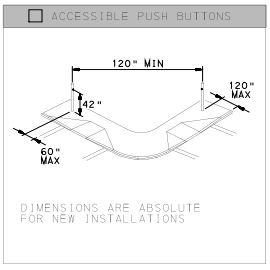
DEPARTMENT OF TRANSPORTATION

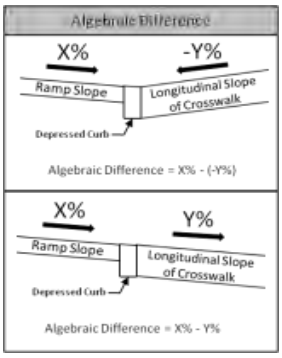
SAUL ST & VAN KIRK ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2023	07	10			
Designer 1	Bryan Fleming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.90	%	0.10	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		17	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	1	8				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 1					
*North Leg	VAN KIRK	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	SAUL	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	VAN KIRK	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	SAUL	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					





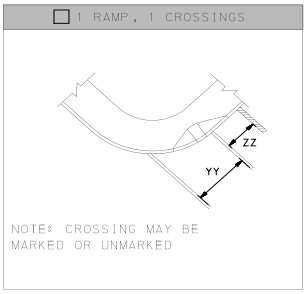


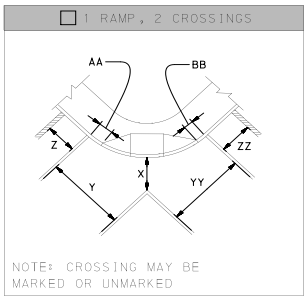


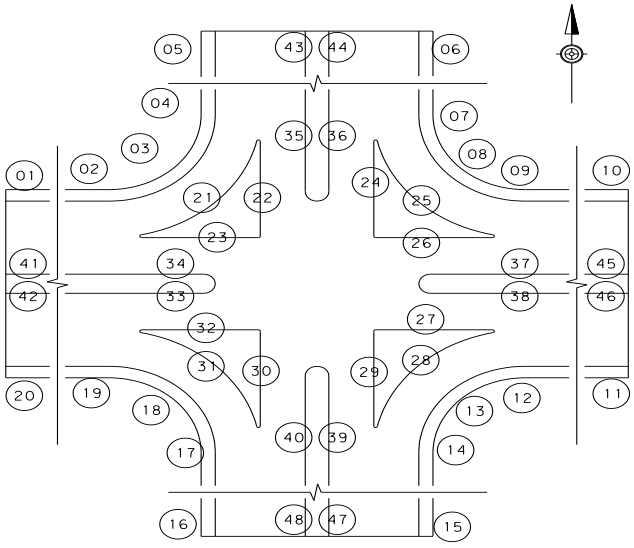
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-VANKIRKSt-SAULSt-VANKIRKSt-SAULSt-2023-07-10-17-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



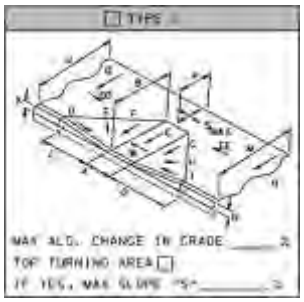




pennsylvania
DEPARTMENT OF TRANSPORTATION

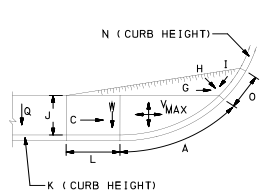
SAUL ST & VAN KIRK ST, PennDOT Location ID # 17

☐ TYPE 1



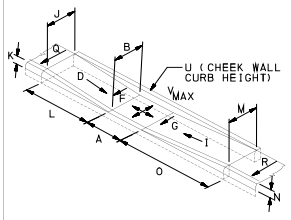
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



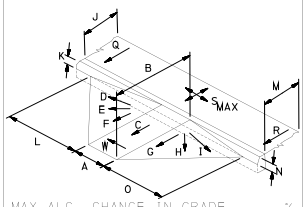
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



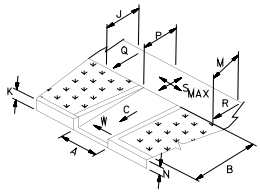
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



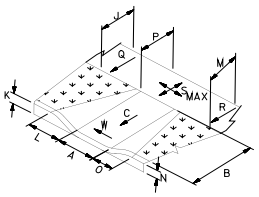
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



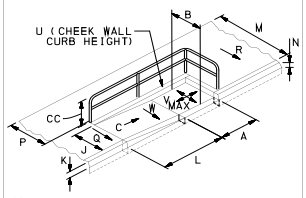
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



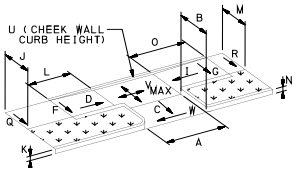
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



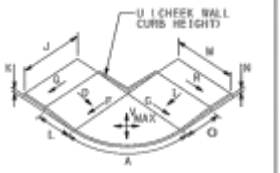
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ [illegible]



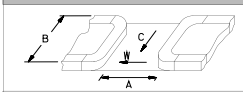
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

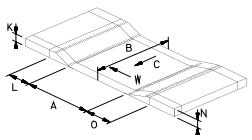
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	37	(IN)	
*	C	6.30	(%)	
*	D	2.40	(%)	
	E	5.80	(%)	
*	F	7.40	(%)	
*	G	6.00	(%)	
	H	5.50	(%)	
*	I	6.40	(%)	
*	J	82	(IN)	
	K	3	(IN)	
	L	41	(IN)	
*	M	84	(IN)	
	N	2	(IN)	
	O	25	(IN)	
*	P	52	(IN)	
*	Q	1.70	(%)	
*	R	0.10	(%)	
*	S	0.60	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	not applicable
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.10	(%)	
*	EE	2.80	(%)	

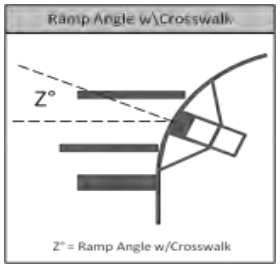
DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

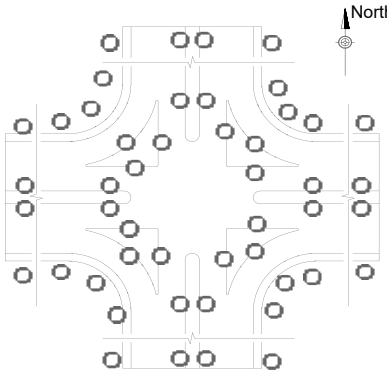
▲ **NOTE: If additional space for typed comments is required, please use**

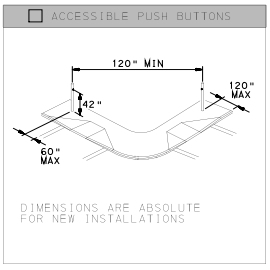
pennsylvania
DEPARTMENT OF TRANSPORTATION

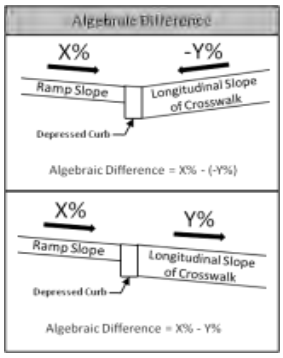
SAUL ST & VAN KIRK ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2023	07	10		
Designer 1	Bryan Fleming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.50	%	0.30	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		17	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	2	8			
*Ramp Location (Use Figure Below)		19			
*Curb Ramp Type	Type 1				
*North Leg	VAN KIRK	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	SAUL	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	VAN KIRK	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	SAUL	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				





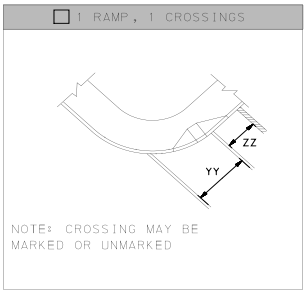


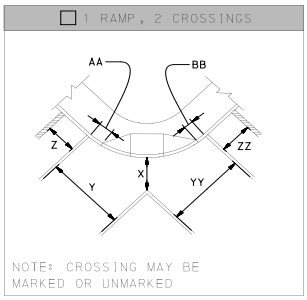


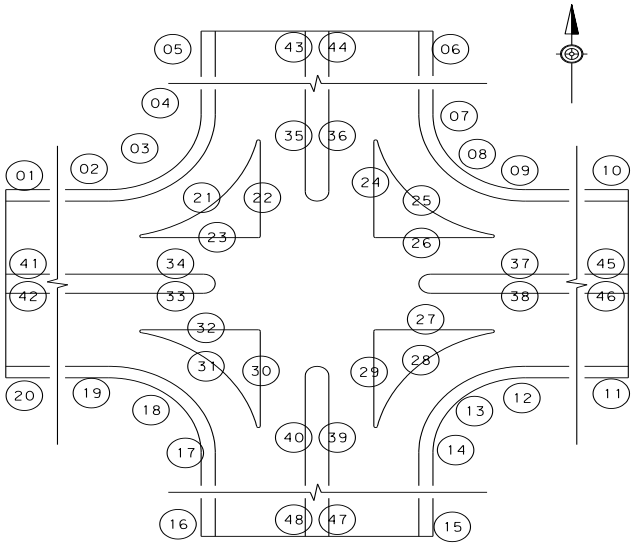
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-VANKIRKSt-SAULSt-VANKIRKSt-SAULSt-2023-07-10-19-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

Tabs 1 thru 2 Completeness Check
Complete

See the last tab of this workbook for instructions



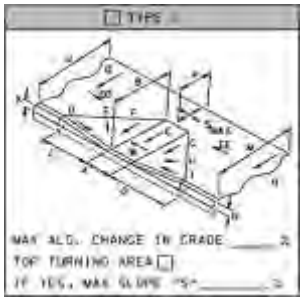




pennsylvania
DEPARTMENT OF TRANSPORTATION

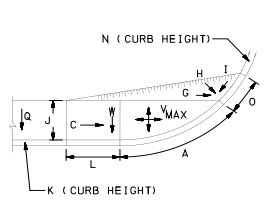
SAUL ST & VAN KIRK ST, PennDOT Location ID # 19

☐ TYPE 1



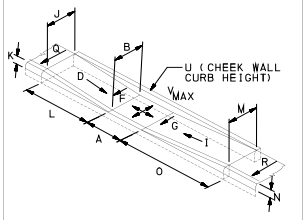
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



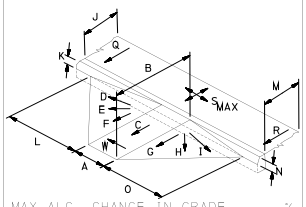
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



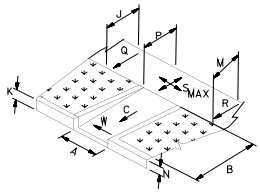
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



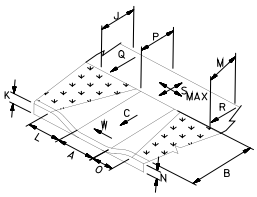
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



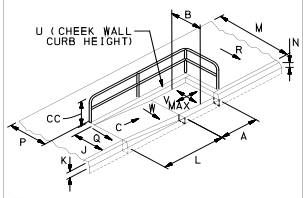
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



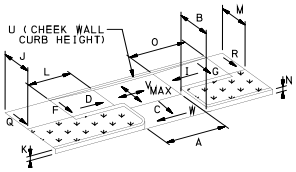
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



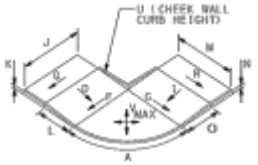
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ TRANSIT STATION



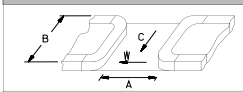
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

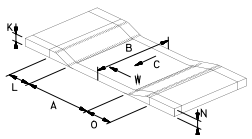
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments ▲
*	A	48	(IN)	
*	B	35	(IN)	
*	C	6.00	(%)	
*	D	5.60	(%)	
	E	6.10	(%)	
*	F	6.20	(%)	
*	G	5.70	(%)	
	H	7.00	(%)	
*	I	5.50	(%)	
*	J	82	(IN)	
	K	2	(IN)	
	L	31	(IN)	
*	M	84	(IN)	
	N	4	(IN)	
	O	49	(IN)	
*	P	54	(IN)	
*	Q	1.70	(%)	
*	R	0.10	(%)	
*	S	0.60	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	cannot be completed
*	Z		(IN)	
*	ZZ	999	(IN)	cannot be completed
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.10	(%)	
*	EE	2.80	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-VANKIRKSt-SAULSt-VANKIRKSt-SAULSt-2023-07-10-19-Type1

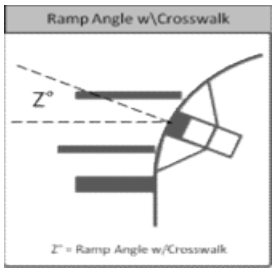
▲ **NOTE: If additional space for typed comments is required, please use**

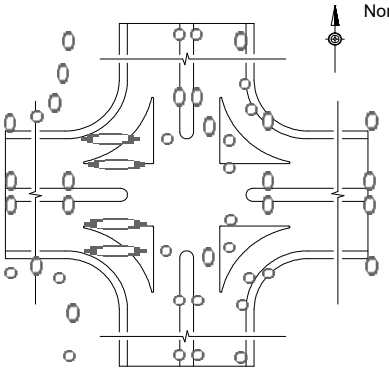
pennsylvania DEPARTMENT OF TRANSPORTATION

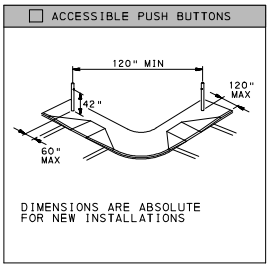
N 8TH ST & RACE ST, PennDOT Location ID # 2

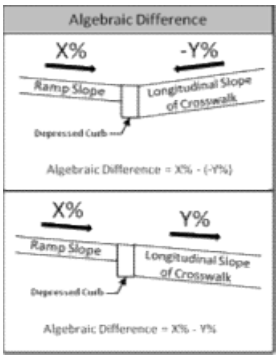
*Date of Design (yyyy mm dd)	2023	07	06		
Designer 1	Bryan Flemming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	1.60	%	1.00	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #		1	3		
*Ramp Location (Use Figure Below)			02		
*Curb Ramp Type	Type 1				

*North Leg	N 8TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	RACE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		







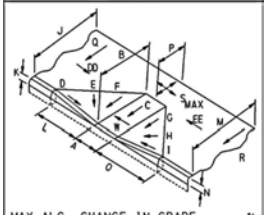


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons		N/A		
Sketch Used To Collect Field Information		No		
Asset # (auto)	C-06-101-60000-N8THSt-RACESt-2023-07-06-2-Type1			
Status	Current			
Archive Ramp at location #:		N/A		
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

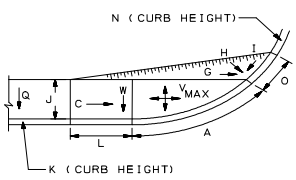
N 8TH ST & RACE ST, PennDOT Location ID # 2

☐ TYPE 1



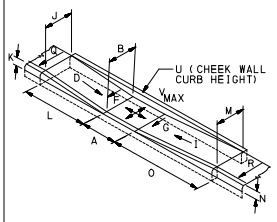
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



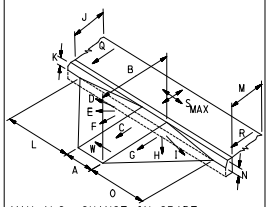
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



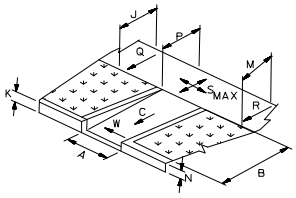
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



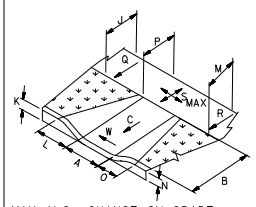
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



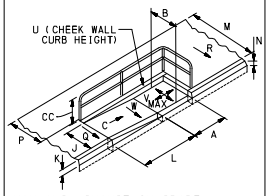
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



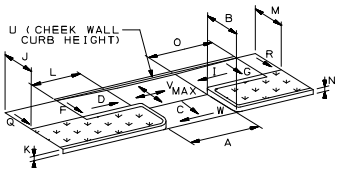
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



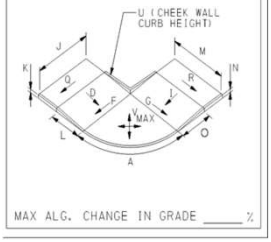
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



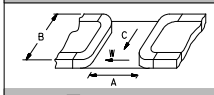
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

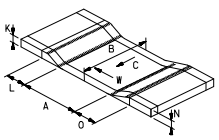
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	55	(IN)
*	C	7.70	(%)
*	D	7.30	(%)
	E	8.50	(%)
*	F	7.60	(%)
*	G	7.70	(%)
	H	9.90	(%)
*	I	7.60	(%)
*	J	100	(IN)
	K	4	(IN)
	L	42	(IN)
*	M	130	(IN)
	N	4	(IN)
	O	43	(IN)
*	P	48	(IN)
*	Q	2.00	(%)
*	R	1.00	(%)
*	S	1.10	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.10	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	100	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.00	(%)
*	EE	2.00	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments

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N 8TH ST & RACE ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

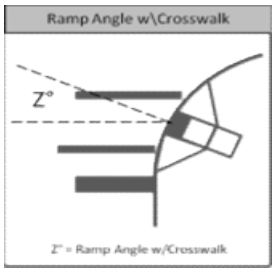
Insert Picture 6

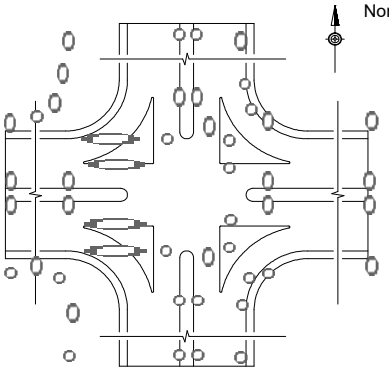
pennsylvania DEPARTMENT OF TRANSPORTATION

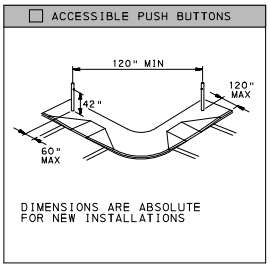
N 8TH ST & RACE ST, PennDOT Location ID # 4

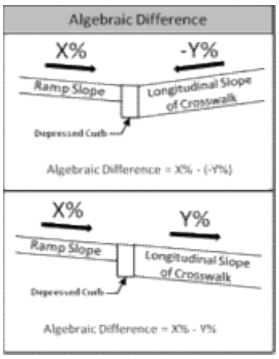
*Date of Design (yyyy mm dd)	2023	07	06		
Designer 1	Bryan Flemming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	1.70	%	1.60	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #		2	3		
*Ramp Location (Use Figure Below)			04		
*Curb Ramp Type	Type 1				

*North Leg	N 8TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	RACE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		







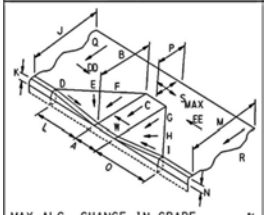


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-N8THSt-RACESt-2023-07-06-4-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

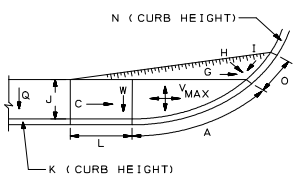
N 8TH ST & RACE ST, PennDOT Location ID # 4

☐ TYPE 1



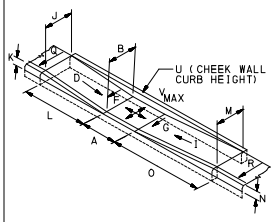
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



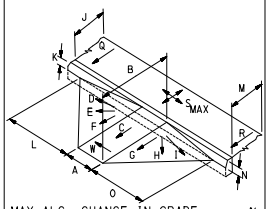
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



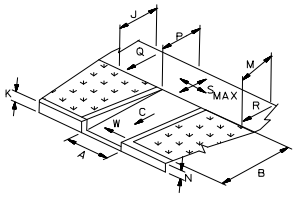
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



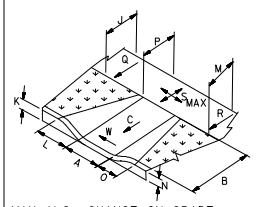
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



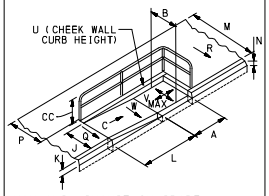
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



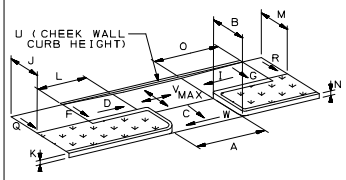
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



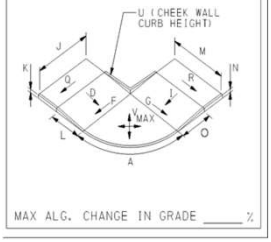
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



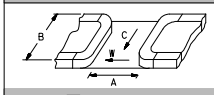
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

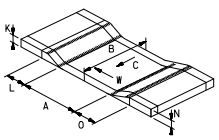
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	73	(IN)
*	C	4.00	(%)
*	D	5.10	(%)
	E	4.30	(%)
*	F	3.20	(%)
*	G	1.00	(%)
	H	9.50	(%)
*	I	6.40	(%)
*	J	100	(IN)
	K	3	(IN)
	L	51	(IN)
*	M	130	(IN)
	N	4	(IN)
	O	59	(IN)
*	P	48	(IN)
*	Q	2.00	(%)
*	R	1.00	(%)
*	S	1.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.10	(%)
*	X		(IN)
*	Y		(IN)
*	YY	192	(IN)
*	Z		(IN)
*	ZZ	168	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.00	(%)
*	EE	2.00	(%)

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	1.00	(%)

Comments

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DEPARTMENT OF TRANSPORTATION

N 8TH ST & RACE ST, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

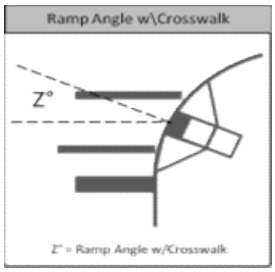
Insert Picture 6

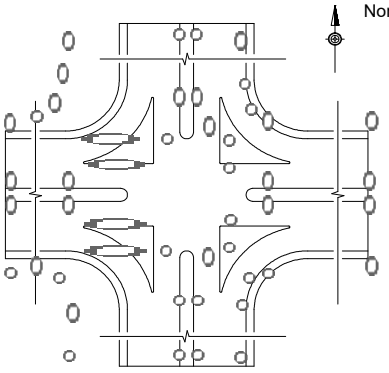
pennsylvania DEPARTMENT OF TRANSPORTATION

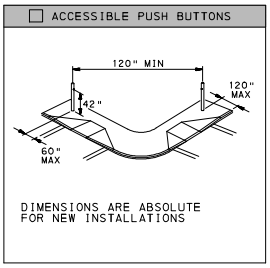
N 8TH ST & RACE ST, PennDOT Location ID # 7

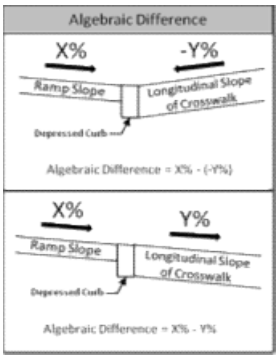
*Date of Design (yyyy mm dd)	2023	07	06		
Designer 1	Bryan Flemming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	1.80	%	0.80	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	3	3			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				

*North Leg	N 8TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	RACE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		







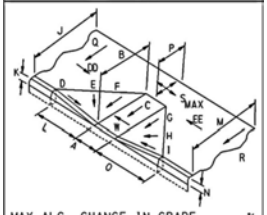


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N8THSt-RACESt-2023-07-06-7-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

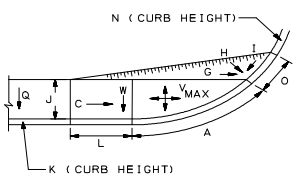
N 8TH ST & RACE ST, PennDOT Location ID # 7

☐ TYPE 1



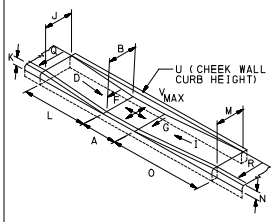
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



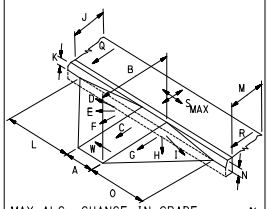
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



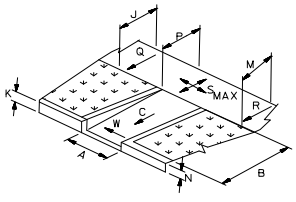
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



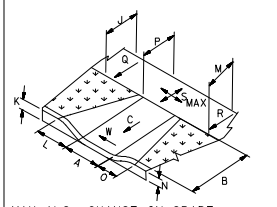
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



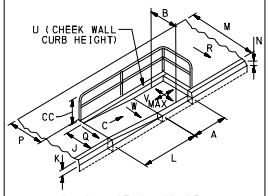
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



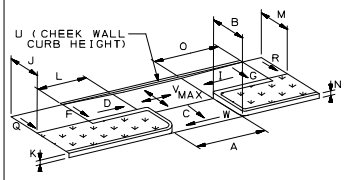
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



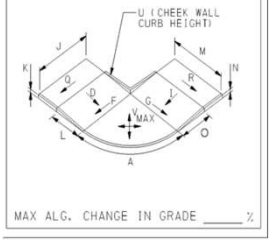
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



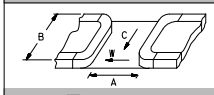
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

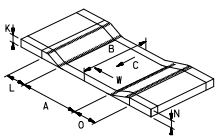
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	65	(IN)
*	C	7.70	(%)
*	D	7.90	(%)
	E	10.00	(%)
*	F	8.20	(%)
*	G	7.00	(%)
	H	9.00	(%)
*	I	6.20	(%)
*	J	135	(IN)
	K	3	(IN)
	L	40	(IN)
*	M	140	(IN)
	N	5	(IN)
	O	38	(IN)
*	P	49	(IN)
*	Q	2.00	(%)
*	R	1.40	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	192	(IN)
*	Z		(IN)
*	ZZ	168	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.10	(%)
*	EE	1.90	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

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DEPARTMENT OF TRANSPORTATION

N 8TH ST & RACE ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

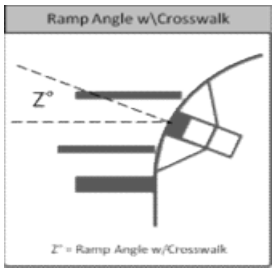
Insert Picture 6

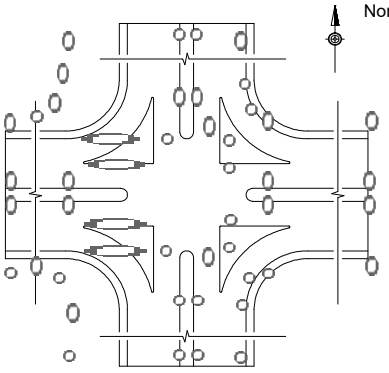
pennsylvania DEPARTMENT OF TRANSPORTATION

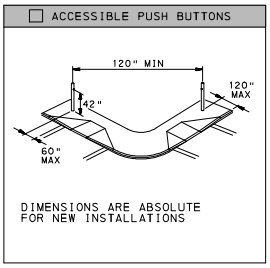
N 8TH ST & VINE ST, PennDOT Location ID # 2

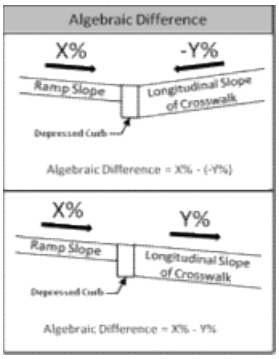
*Date of Design (yyyy mm dd)	2023	07	06			
Designer 1	Bryan Flemming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	1.90	%	0.90	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		4	degrees	
Turning Maneuver at Top of Ramp (Smax)	NO	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	1	6				
*Ramp Location (Use Figure Below)		02				
*Curb Ramp Type	Type 1					

*North Leg	N 8TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	VINE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		







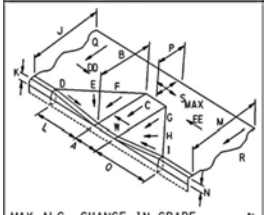


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N8THSt-VINESt-2023-07-06-2-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

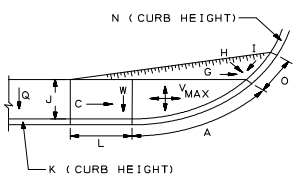
N 8TH ST & VINE ST, PennDOT Location ID # 2

☐ TYPE 1



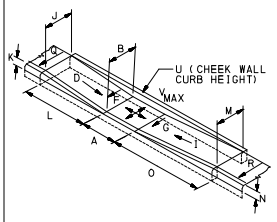
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



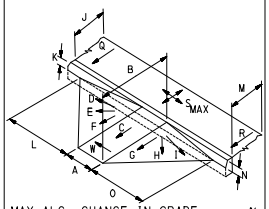
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



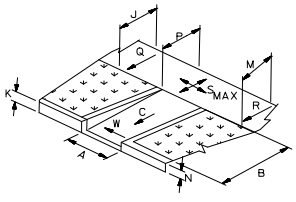
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



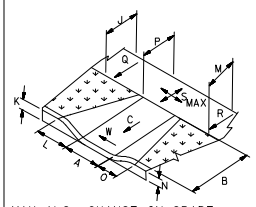
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



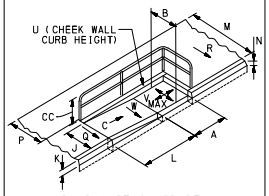
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



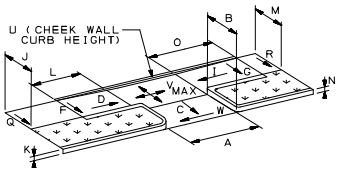
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



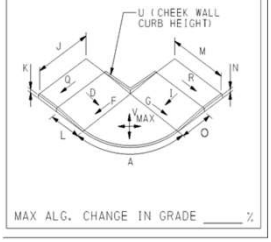
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



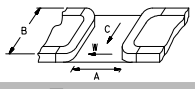
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

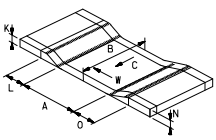
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	78	(IN)	
*	C	3.30	(%)	
*	D	7.90	(%)	
	E	9.90	(%)	
*	F	3.10	(%)	
*	G	3.80	(%)	
	H	6.50	(%)	
*	I	7.50	(%)	
*	J	999	(IN)	not applicable
	K	2	(IN)	
	L	38	(IN)	
*	M	200	(IN)	
	N	2	(IN)	
	O	50	(IN)	
*	P	48	(IN)	
*	Q	999	(%)	not applicable
*	R	1.00	(%)	
*	S	1.30	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	168	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	999.00	(%)	not applicable
*	EE	0.80	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

N 8TH ST & VINE ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

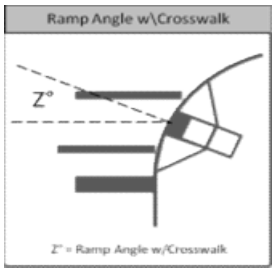
Insert Picture 3

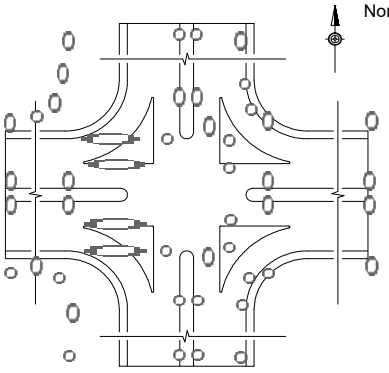
Insert Picture 6

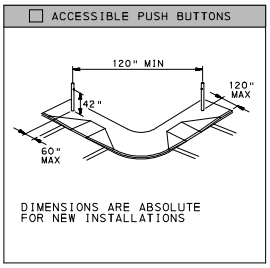
pennsylvania DEPARTMENT OF TRANSPORTATION

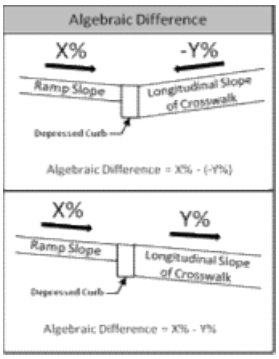
N 8TH ST & VINE ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	07	06			
Designer 1	Bryan Flemming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Double Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	1.50	%	1.90	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		4	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		1	6			
*Ramp Location (Use Figure Below)			02			
*Curb Ramp Type	Type 1					
*North Leg	N 8TH	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	VINE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg		(segment)	(offset)			
*South Leg Desc.						
*West Leg		(segment)	(offset)			
*West Leg Desc.						
Ramp Coordinates	Latitude					
	Longitude					







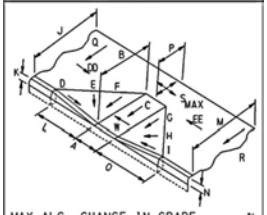


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N8THSt-VINESt-2023-07-06-2-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

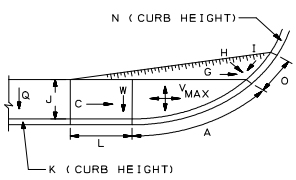
N 8TH ST & VINE ST, PennDOT Location ID # 2

☐ TYPE 1



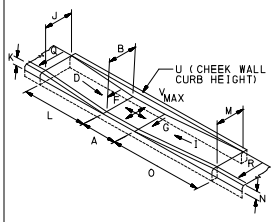
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"____ %

☐ TYPE 1A



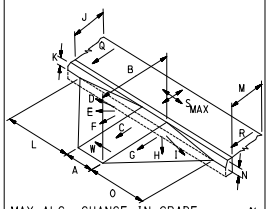
MAX ALG. CHANGE IN GRADE ____ %

☐ TYPE 2



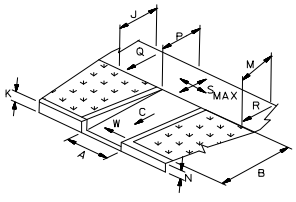
MAX ALG. CHANGE IN GRADE ____ %

☐ TYPE 3



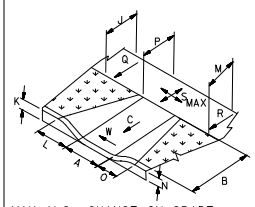
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"____ %

☐ TYPE 4



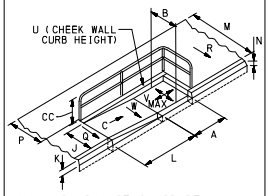
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"____ %

☐ TYPE 4A



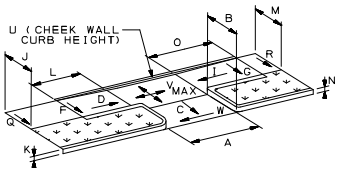
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"____ %

☐ TYPE 5



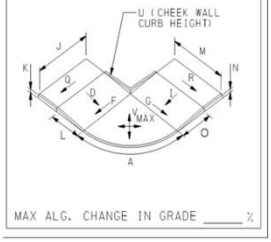
MAX ALG. CHANGE IN GRADE ____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT ____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE ____ %

☐ BLENDED TRANSITION



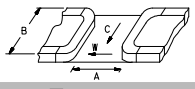
MAX ALG. CHANGE IN GRADE ____ %

☐ NON-TYPICAL

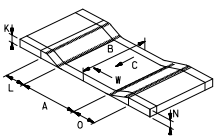
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE ____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		Comments
*	A	48 (IN)	
*	B	78 (IN)	
*	C	3.30 (%)	
*	D	7.90 (%)	
	E	9.90 (%)	
*	F	3.10 (%)	
*	G	7.80 (%)	
	H	6.50 (%)	
*	I	7.50 (%)	
*	J	999 (IN)	not applicable
	K	2 (IN)	
	L	38 (IN)	
*	M	200 (IN)	
	N	2 (IN)	
	O	50 (IN)	
*	P	48 (IN)	
*	Q	999 (%)	not applicable
*	R	1.00 (%)	
*	S	1.30 (%)	
	T	(IN)	
	U	(IN)	
*	V	(%)	
*	W	1.60 (%)	
*	X	999 (IN)	not applicable
*	Y	999 (IN)	not applicable
*	YY	180 (IN)	
*	Z	999 (IN)	not applicable
*	ZZ	168 (IN)	
*	AA	999 (IN)	not applicable
*	BB	999 (IN)	not applicable
	CC	(IN)	
*	DD	999.00 (%)	not applicable
*	EE	0.80 (%)	
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)	(%)	

pennsylvania
DEPARTMENT OF TRANSPORTATION

N 8TH ST & VINE ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

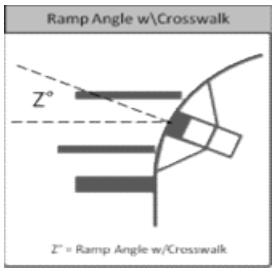
Insert Picture 3

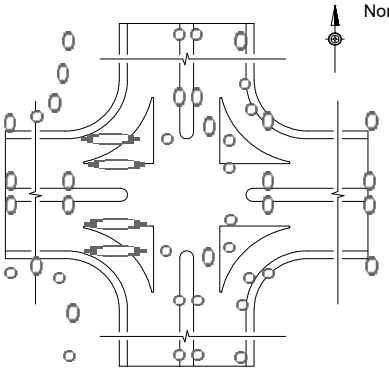
Insert Picture 6

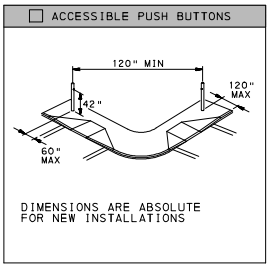
pennsylvania DEPARTMENT OF TRANSPORTATION

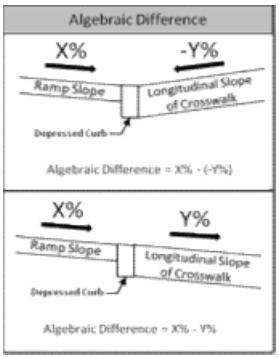
N 8TH ST & VINE ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	07	06		
Designer 1	bryan fleming JJA				
Designer 2	na TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	0.30	%	0.50	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	NO	Comments:			
ECMS #		Alg Δ Grade (%)	8.0		
Intersection Ramp # of #	1	4			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				
*North Leg	N 8TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	VINE	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg		(segment)	(offset)		
*South Leg Desc.					
*West Leg		(segment)	(offset)		
*West Leg Desc.					
Ramp Coordinates	Latitude				
	Longitude				







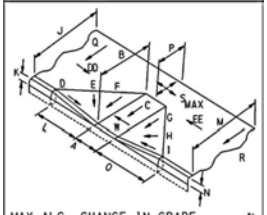


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-N8THSt-VINESt-2023-07-06-2-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania DEPARTMENT OF TRANSPORTATION

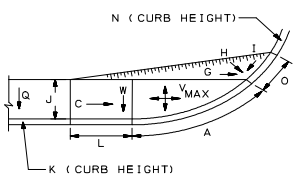
N 8TH ST & VINE ST, PennDOT Location ID # 2

☐ TYPE 1



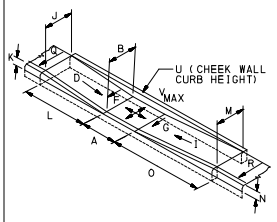
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



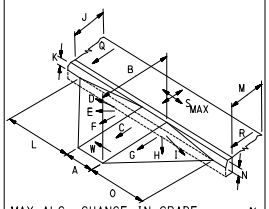
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



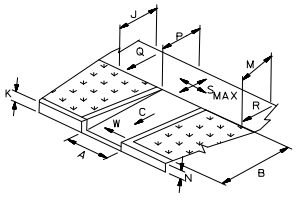
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



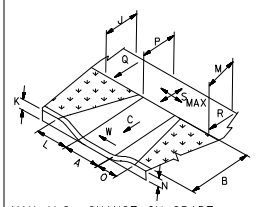
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



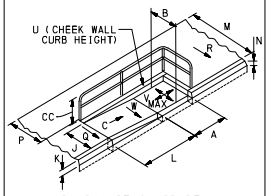
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



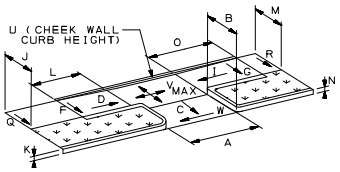
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



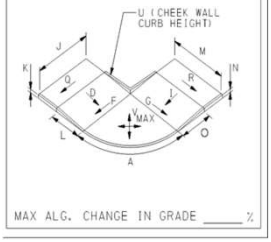
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



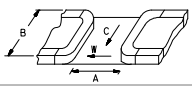
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

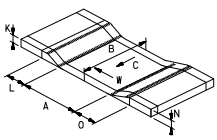
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	73	(IN)	
*	C	6.80	(%)	
*	D	9.90	(%)	
	E	8.60	(%)	
*	F	2.50	(%)	
*	G	8.10	(%)	
	H	9.60	(%)	
*	I	8.20	(%)	
*	J	999	(IN)	na
	K	5	(IN)	
	L	49	(IN)	
*	M	160	(IN)	
	N	4	(IN)	
	O	39	(IN)	
*	P	50	(IN)	
*	Q	999	(%)	na
*	R	1.30	(%)	
*	S		(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.70	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	192	(IN)	
*	Z		(IN)	
*	ZZ	144	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	999.00	(%)	na
*	EE	1.00	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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DEPARTMENT OF TRANSPORTATION

N 8TH ST & VINE ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

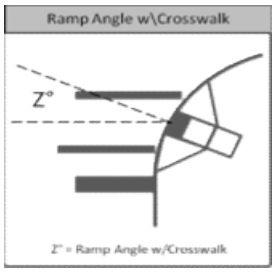
Insert Picture 6

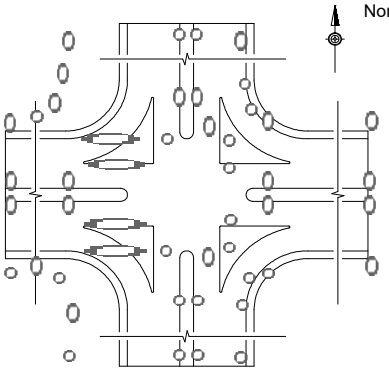
pennsylvania DEPARTMENT OF TRANSPORTATION

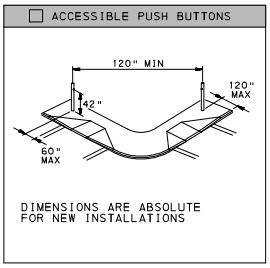
N 8TH ST & VINE ST, PennDOT Location ID # 9

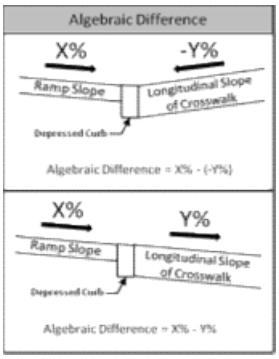
*Date of Design (yyyy mm dd)	2023	07	06		
Designer 1	Bryan Flemming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	1.70	%	1.10	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	NO	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #		2	6		
*Ramp Location (Use Figure Below)			09		
*Curb Ramp Type	Type 1				

*North Leg	N 8TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	VINE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		







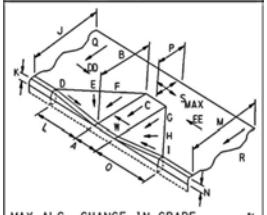


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-N8THSt-VINESt-2023-07-06-9-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

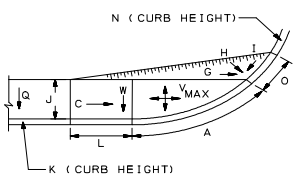
N 8TH ST & VINE ST, PennDOT Location ID # 9

☐ TYPE 1



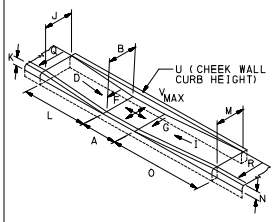
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



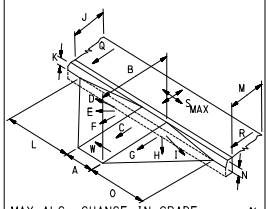
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



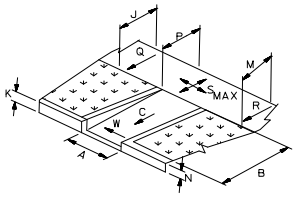
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



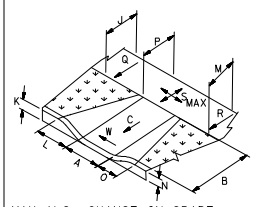
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



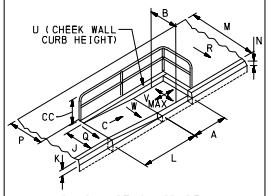
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



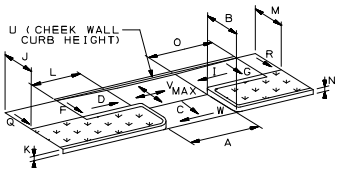
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



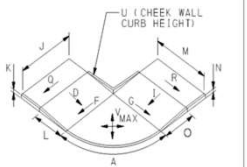
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



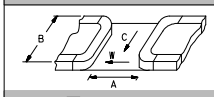
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

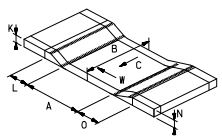
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	81	(IN)	
*	C	1.80	(%)	
*	D	0.10	(%)	
	E	0.20	(%)	
*	F	1.70	(%)	
*	G	0.50	(%)	
	H	6.80	(%)	
*	I	7.80	(%)	
*	J	165	(IN)	
	K	4	(IN)	
	L	45	(IN)	
*	M	999	(IN)	not applicable
	N	4	(IN)	
	O	45	(IN)	
*	P	49	(IN)	
*	Q	1.70	(%)	
*	R	999	(%)	not applicable
*	S		(%)	0.7
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.50	(%)	
*	EE	999.00	(%)	not applicable

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	0.30	(%)

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DEPARTMENT OF TRANSPORTATION

N 8TH ST & VINE ST, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

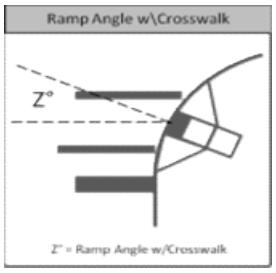
Insert Picture 6

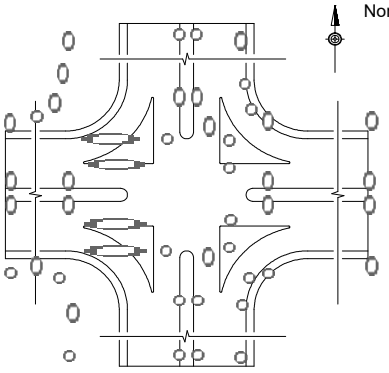
pennsylvania DEPARTMENT OF TRANSPORTATION

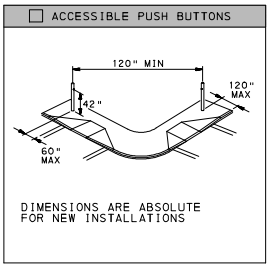
N 8TH ST & VINE ST, PennDOT Location ID # 9

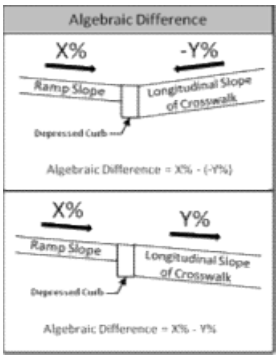
*Date of Design (yyyy mm dd)	2023	07	06		
Designer 1	Bryan Flemming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	0.20	%	1.20	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	NO	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	2	6			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				

*North Leg	N 8TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	VINE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		







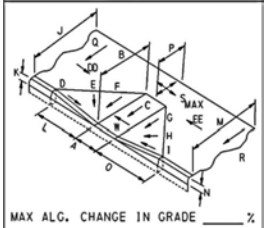


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-N8THSt-VINESt-2023-07-06-9-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

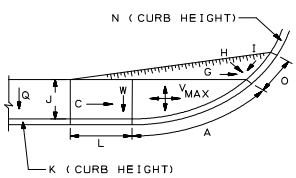
N 8TH ST & VINE ST, PennDOT Location ID # 9

☐ TYPE 1



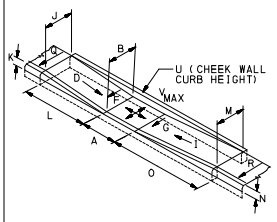
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



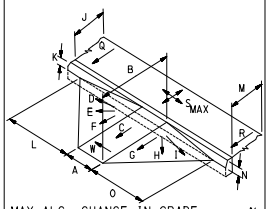
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



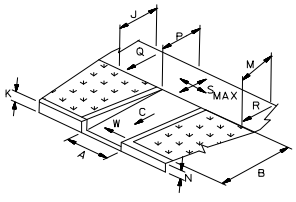
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



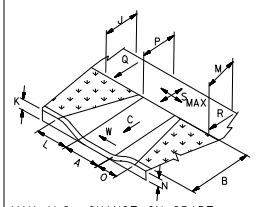
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



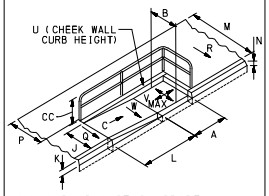
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



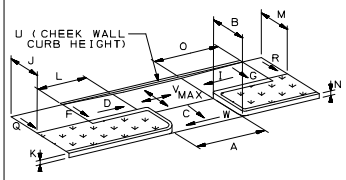
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



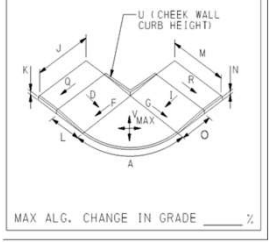
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



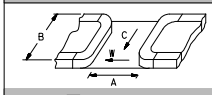
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

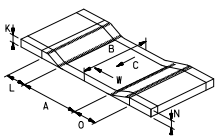
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	81	(IN)	
*	C	1.80	(%)	
*	D	0.10	(%)	
	E	0.20	(%)	
*	F	1.70	(%)	
*	G	0.50	(%)	
	H	6.80	(%)	
*	I	999	(%)	right flare slope leads to non-walk
*	J	165	(IN)	
	K	4	(IN)	
	L	45	(IN)	
*	M	999	(IN)	not applicable
	N	4	(IN)	
	O	45	(IN)	
*	P	49	(IN)	
*	Q	1.70	(%)	
*	R	999	(%)	not applicable
*	S		(%)	1.2
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.50	(%)	
*	EE	999.00	(%)	not applicable

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	0.30	(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

N 8TH ST & VINE ST, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

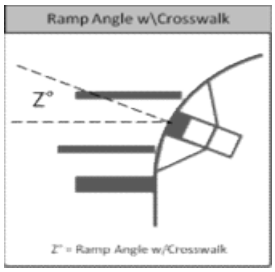
Insert Picture 3

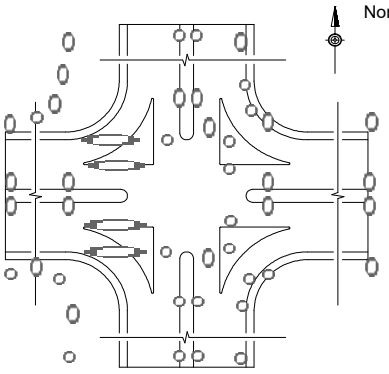
Insert Picture 6

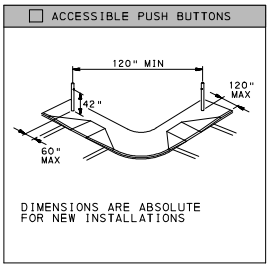
pennsylvania DEPARTMENT OF TRANSPORTATION

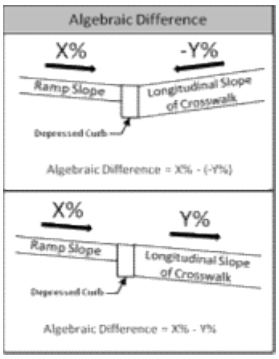
N 8TH ST & VINE ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2023	07	06			
Designer 1	Bryan Flemming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	4.10	%	1.90	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		3	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		3	4			
*Ramp Location (Use Figure Below)			12			
*Curb Ramp Type	Type 1					
*North Leg	N 8TH	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	VINE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	N 8TH	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg		(segment)	(offset)			
*West Leg Desc.						
Ramp Coordinates	Latitude					
	Longitude					







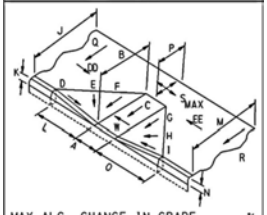


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N8THSt-VINESt-N8THSt-2023-07-06-12-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

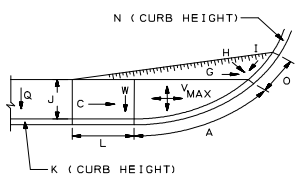
N 8TH ST & VINE ST, PennDOT Location ID # 12

☐ TYPE 1



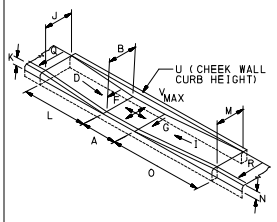
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"____ %

☐ TYPE 1A



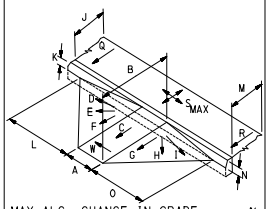
MAX ALG. CHANGE IN GRADE ____ %

☐ TYPE 2



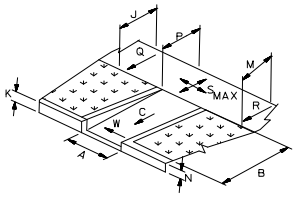
MAX ALG. CHANGE IN GRADE ____ %

☐ TYPE 3



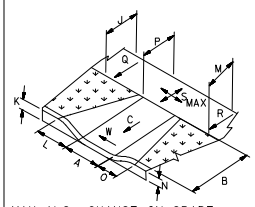
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"____ %

☐ TYPE 4



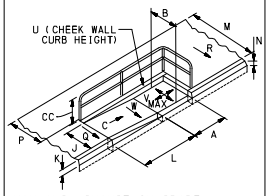
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"____ %

☐ TYPE 4A



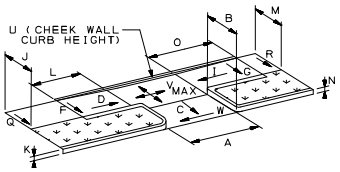
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"____ %

☐ TYPE 5



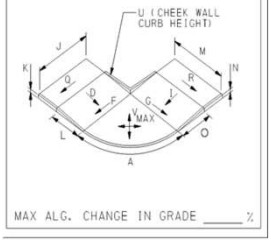
MAX ALG. CHANGE IN GRADE ____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT ____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE ____ %

☐ BLENDED TRANSITION



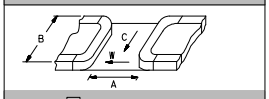
MAX ALG. CHANGE IN GRADE ____ %

☐ NON-TYPICAL

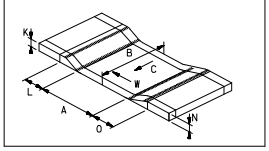
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE ____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	64	(IN)	
*	C	7.60	(%)	
*	D	999	(%)	flare leads to unwalkable area
	E	9.90	(%)	
*	F	4.10	(%)	
*	G	8.20	(%)	
	H	9.90	(%)	
*	I	7.60	(%)	
*	J	999	(IN)	Not applicable
	K	4	(IN)	
	L	48	(IN)	
*	M	165	(IN)	
	N	4	(IN)	
	O	46	(IN)	
*	P	48	(IN)	
*	Q	999	(%)	Not applicable
*	R	1.30	(%)	
*	S	1.20	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	999.00	(%)	Not applicable
*	EE	5.00	(%)	

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	3.20	(%)

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DEPARTMENT OF TRANSPORTATION

N 8TH ST & VINE ST, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

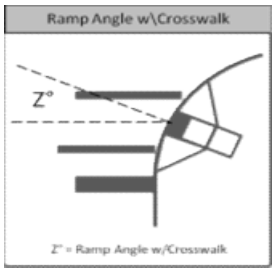
Insert Picture 6

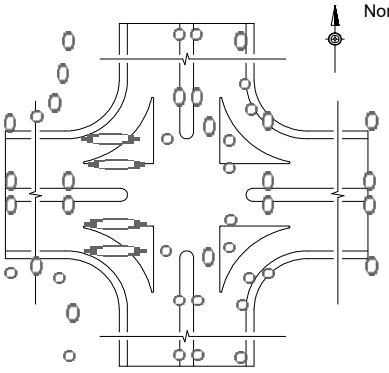
pennsylvania DEPARTMENT OF TRANSPORTATION

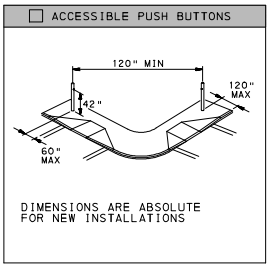
N 8TH ST & VINE ST, PennDOT Location ID # 12

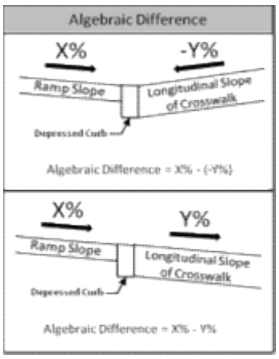
*Date of Design (yyyy mm dd)	2023	07	06		
Designer 1	Bryan Flemming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	1.50	%	1.10	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	3	6			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				

*North Leg	N 8TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	VINE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		







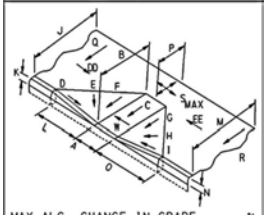


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-N8THSt-VINESt-2023-07-06-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

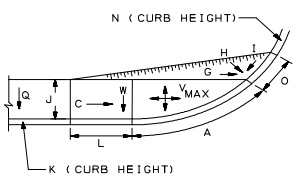
N 8TH ST & VINE ST, PennDOT Location ID # 12

☐ TYPE 1



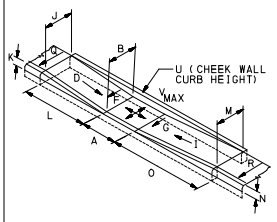
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



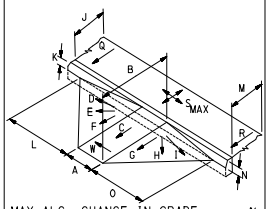
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



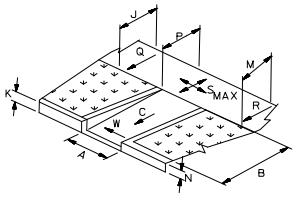
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



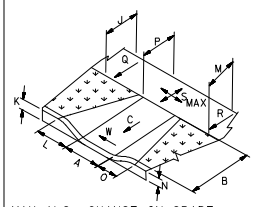
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



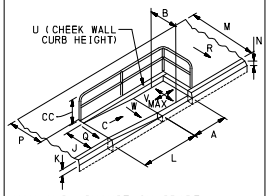
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



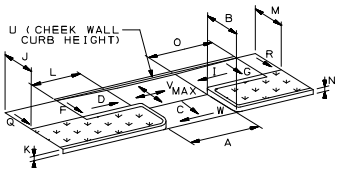
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



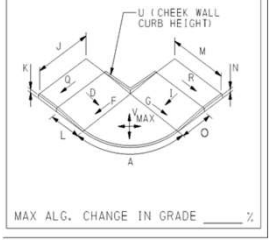
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



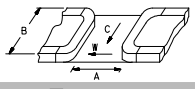
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

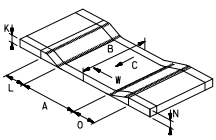
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	35	(IN)	
*	C	6.40	(%)	
*	D	8.10	(%)	
	E	9.10	(%)	
*	F	6.00	(%)	
*	G	7.20	(%)	
	H	6.00	(%)	
*	I	3.80	(%)	
*	J	120	(IN)	
	K	4	(IN)	
	L	45	(IN)	
*	M	130	(IN)	
	N	3	(IN)	
	O	46	(IN)	
*	P	49	(IN)	
*	Q	1.40	(%)	
*	R	2.00	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.90	(%)	
*	EE	0.70	(%)	

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	4.70	(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

N 8TH ST & VINE ST, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

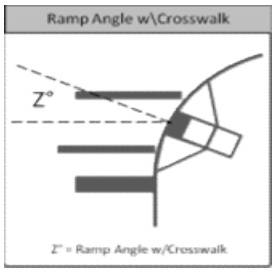
Insert Picture 6

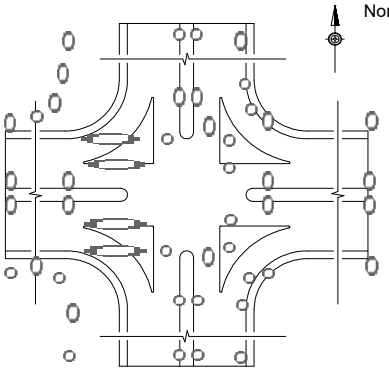
pennsylvania DEPARTMENT OF TRANSPORTATION

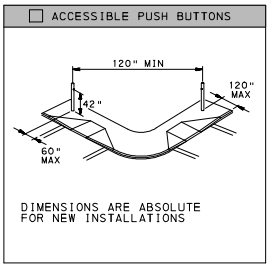
N 8TH ST & VINE ST, PennDOT Location ID # 14

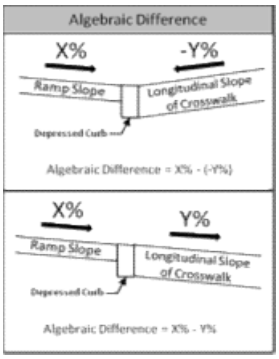
*Date of Design (yyyy mm dd)	2023	07	06		
Designer 1	Bryan Flemming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.80	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	4	6			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				

*North Leg	N 8TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	VINE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		







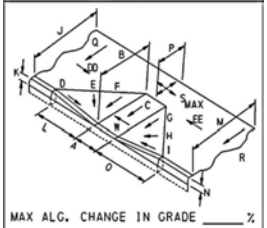


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-N8THSt-VINESt-2023-07-06-14-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

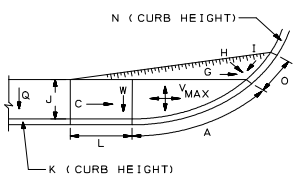
N 8TH ST & VINE ST, PennDOT Location ID # 14

☐ TYPE 1



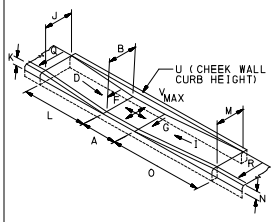
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



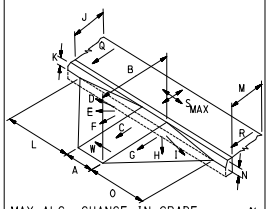
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



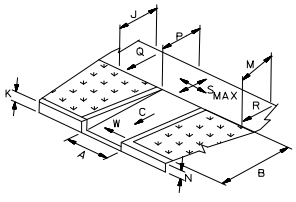
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



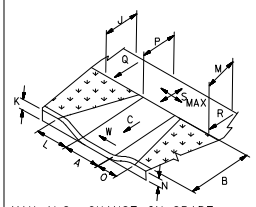
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



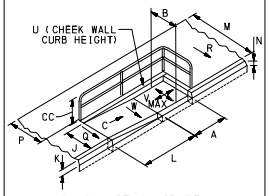
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



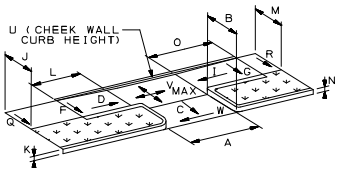
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



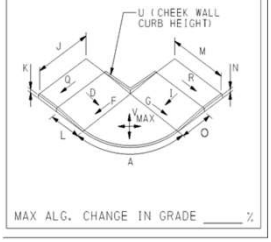
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



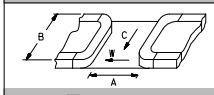
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

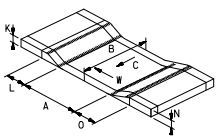
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	47	(IN)
*	C	7.10	(%)
*	D	3.80	(%)
	E	6.10	(%)
*	F	6.40	(%)
*	G	3.20	(%)
	H	8.60	(%)
*	I	6.80	(%)
*	J	120	(IN)
	K	4	(IN)
	L	49	(IN)
*	M	130	(IN)
	N	2	(IN)
	O	46	(IN)
*	P	49	(IN)
*	Q	1.40	(%)
*	R	2.00	(%)
*	S	1.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	192	(IN)
*	Z		(IN)
*	ZZ	60	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.90	(%)
*	EE	0.70	(%)

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	4.00	(%)

Comments

pennsylvania
DEPARTMENT OF TRANSPORTATION

N 8TH ST & VINE ST, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

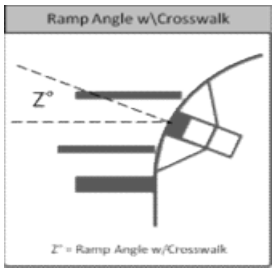
Insert Picture 3

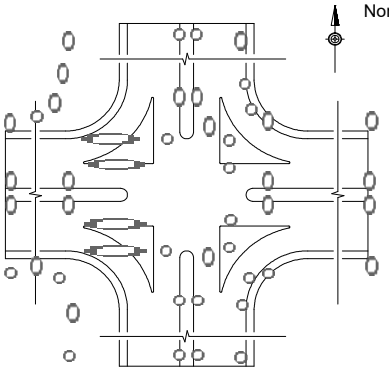
Insert Picture 6

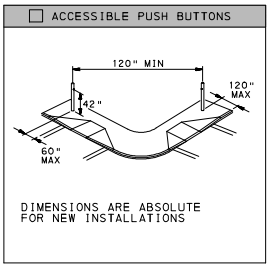
pennsylvania DEPARTMENT OF TRANSPORTATION

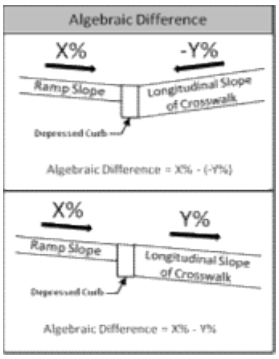
N 8TH ST & VINE ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2023	07	06			
Designer 1	Bryan Flemming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		7	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		5	6			
*Ramp Location (Use Figure Below)			17			
*Curb Ramp Type	Type 1					
*North Leg	N 8TH	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	VINE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg		(segment)	(offset)			
*South Leg Desc.						
*West Leg		(segment)	(offset)			
*West Leg Desc.						
Ramp Coordinates	Latitude					
	Longitude					







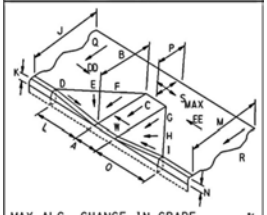


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N8THSt-VINESt-2023-07-06-17-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

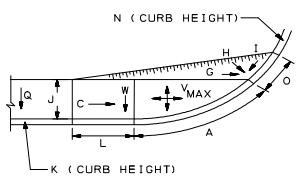
N 8TH ST & VINE ST, PennDOT Location ID # 17

☐ TYPE 1



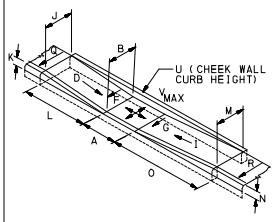
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



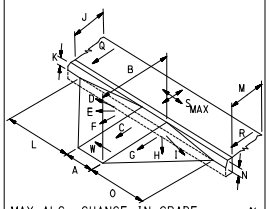
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



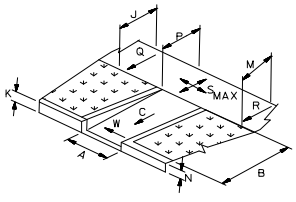
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



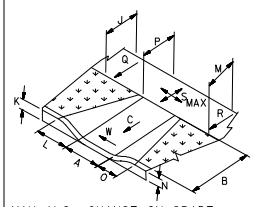
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



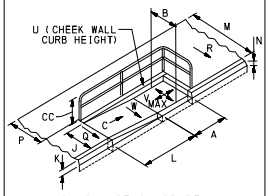
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



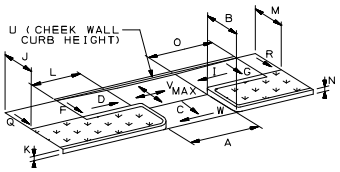
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



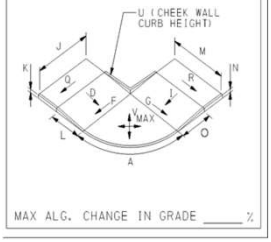
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



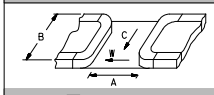
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

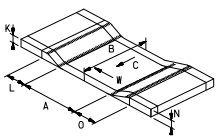
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	56	(IN)
*	C	2.50	(%)
*	D	7.80	(%)
	E	5.70	(%)
*	F	3.30	(%)
*	G	2.00	(%)
	H	3.90	(%)
*	I	5.00	(%)
*	J	160	(IN)
	K	2	(IN)
	L	41	(IN)
*	M	160	(IN)
	N	2	(IN)
	O	34	(IN)
*	P	49	(IN)
*	Q	0.60	(%)
*	R	0.80	(%)
*	S	1.40	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	192	(IN)
*	Z		(IN)
*	ZZ	60	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.80	(%)
*	EE	2.00	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments

pennsylvania
DEPARTMENT OF TRANSPORTATION

N 8TH ST & VINE ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

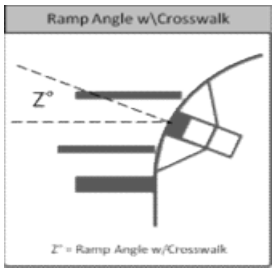
Insert Picture 3

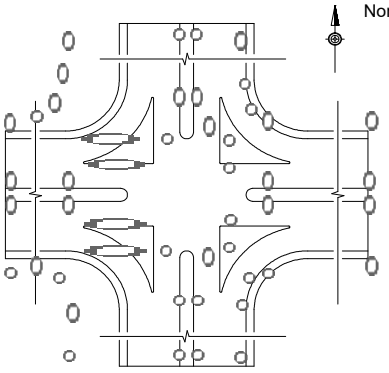
Insert Picture 6

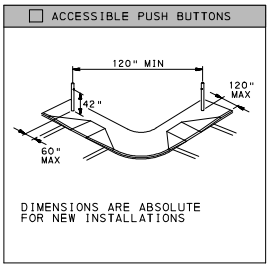
pennsylvania DEPARTMENT OF TRANSPORTATION

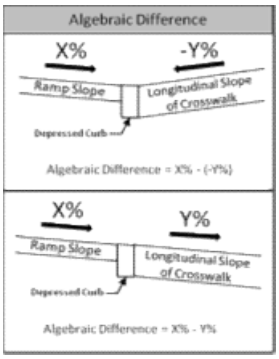
N 8TH ST & VINE ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2023	07	06			
Designer 1	Bryan Flemming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	1.50	%	0.50	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	NO	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	4	4				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	N 8TH	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	VINE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg		(segment)	(offset)			
*South Leg Desc.						
*West Leg		(segment)	(offset)			
*West Leg Desc.						
Ramp Coordinates	Latitude					
	Longitude					







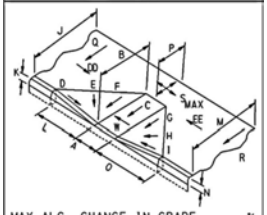


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N8THSt-VINESt-2023-07-06-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

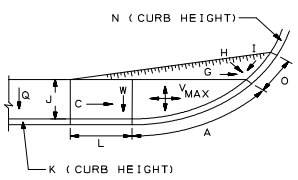
N 8TH ST & VINE ST, PennDOT Location ID # 19

☐ TYPE 1



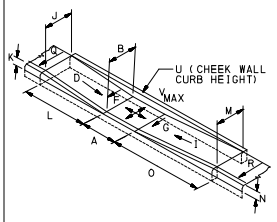
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



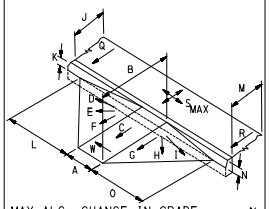
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



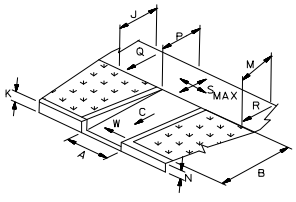
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



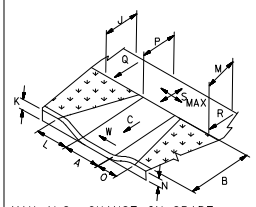
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



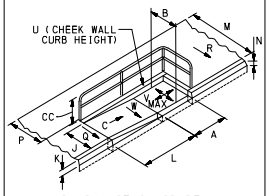
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



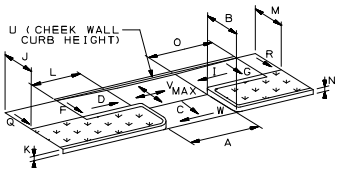
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



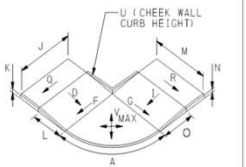
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



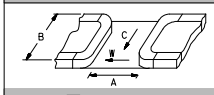
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

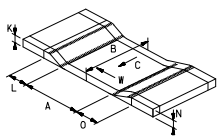
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	66	(IN)	
*	C	7.20	(%)	
*	D	8.20	(%)	
	E	9.50	(%)	
*	F	7.90	(%)	
*	G	1.20	(%)	
	H	9.10	(%)	
*	I	7.60	(%)	
*	J	200	(IN)	
	K	4	(IN)	
	L	33	(IN)	
*	M	999	(IN)	not applicable
	N	3	(IN)	
	O	32	(IN)	
*	P	48	(IN)	
*	Q	1.50	(%)	
*	R	999	(%)	not applicable
*	S		(%)	1
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	192	(IN)	
*	Z		(IN)	
*	ZZ	144	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	5.30	(%)	
*	EE	999.00	(%)	not applicable

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	2.20	(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

N 8TH ST & VINE ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

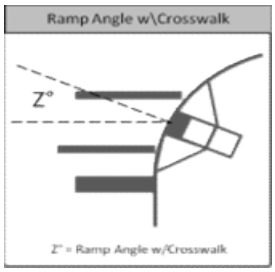
Insert Picture 3

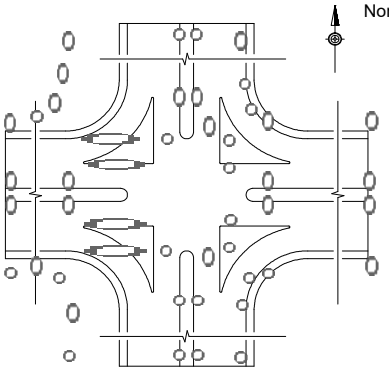
Insert Picture 6

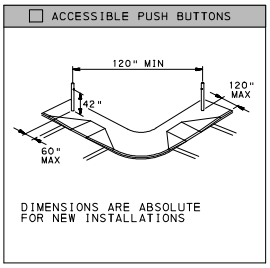
pennsylvania DEPARTMENT OF TRANSPORTATION

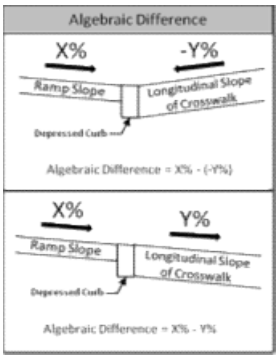
N 8TH ST & VINE ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2023	07	06			
Designer 1	Bryan Flemming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.10	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		3	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		6	6			
*Ramp Location (Use Figure Below)			19			
*Curb Ramp Type	Type 1					
*North Leg	N 8TH	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	VINE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg		(segment)	(offset)			
*South Leg Desc.						
*West Leg		(segment)	(offset)			
*West Leg Desc.						
Ramp Coordinates	Latitude					
	Longitude					







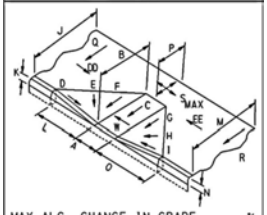


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N8THSt-VINESt-2023-07-06-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

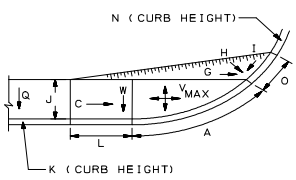
N 8TH ST & VINE ST, PennDOT Location ID # 19

☐ TYPE 1



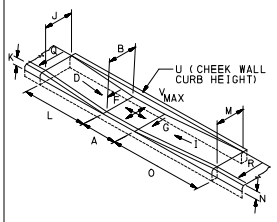
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



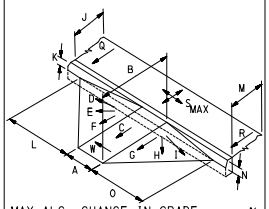
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



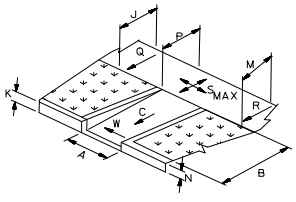
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



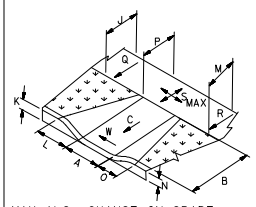
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



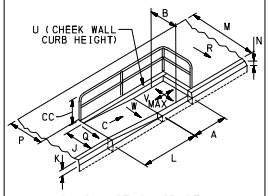
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



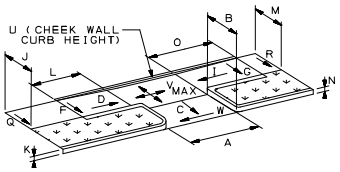
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



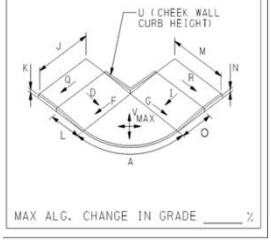
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



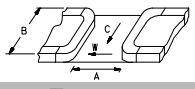
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

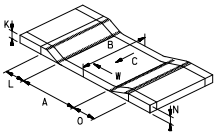
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		Comments
*	A	48 (IN)	
*	B	71 (IN)	
*	C	7.90 (%)	
*	D	8.20 (%)	
	E	9.40 (%)	
*	F	8.20 (%)	
*	G	0.50 (%)	
	H	2.30 (%)	
*	I	2.20 (%)	
*	J	160 (IN)	
	K	2 (IN)	
	L	47 (IN)	
*	M	999 (IN)	not applicable
	N	2 (IN)	
	O	53 (IN)	
*	P	49 (IN)	
*	Q	1.00 (%)	
*	R	999 (%)	not applicable
*	S	2.00 (%)	
	T	(IN)	
	U	(IN)	
*	V	(%)	
*	W	1.20 (%)	
*	X	(IN)	
*	Y	(IN)	
*	YY	180 (IN)	
*	Z	(IN)	
*	ZZ	168 (IN)	
*	AA	(IN)	
*	BB	(IN)	
	CC	(IN)	
*	DD	1.00 (%)	
*	EE	999.00 (%)	not applicable

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	2.60	(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

N 8TH ST & VINE ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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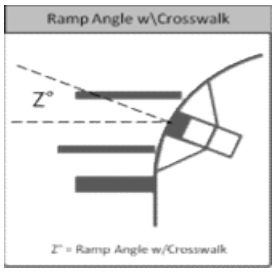
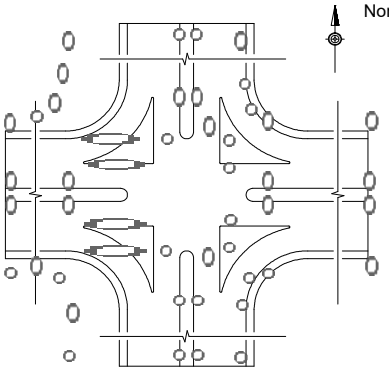
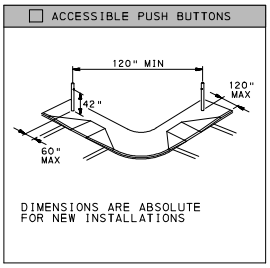
N 8TH ST & VINE ST, PennDOT Location ID # 19

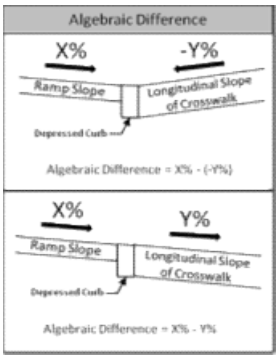
*Date of Design (yyyy mm dd)	2023	07	06			
Designer 1	Bryan Flemming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	1.00	%	1.90	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		3	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	6	6				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					

*North Leg	N 8TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	VINE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		







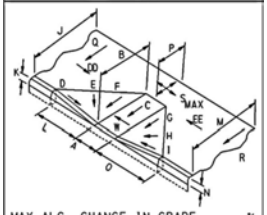


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N8THSt-VINESt-2023-07-06-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

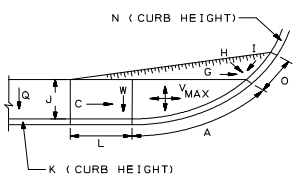
N 8TH ST & VINE ST, PennDOT Location ID # 19

☐ TYPE 1



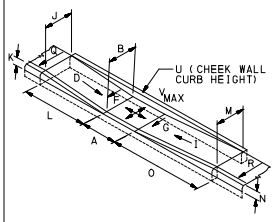
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



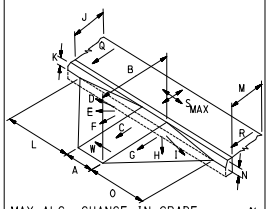
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



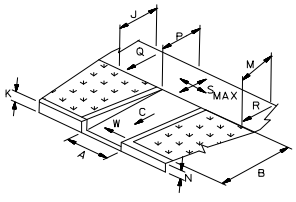
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



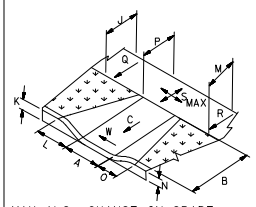
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



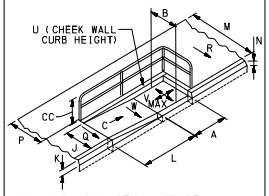
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



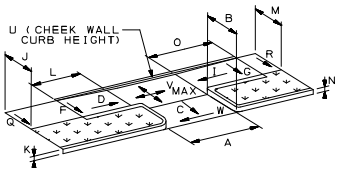
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



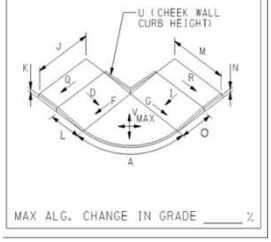
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



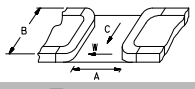
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

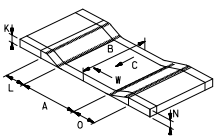
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		Comments
*	A	48 (IN)	
*	B	71 (IN)	
*	C	7.90 (%)	
*	D	8.20 (%)	
	E	9.40 (%)	
*	F	8.20 (%)	
*	G	0.50 (%)	
	H	2.30 (%)	
*	I	9.30 (%)	
*	J	160 (IN)	
	K	2 (IN)	
	L	47 (IN)	
*	M	999 (IN)	not applicable
	N	5 (IN)	
	O	53 (IN)	
*	P	49 (IN)	
*	Q	1.00 (%)	
*	R	999 (%)	not applicable
*	S	2.00 (%)	
	T	(IN)	
	U	(IN)	
*	V	(%)	
*	W	1.20 (%)	
*	X	(IN)	
*	Y	(IN)	
*	YY	180 (IN)	
*	Z	(IN)	
*	ZZ	168 (IN)	
*	AA	(IN)	
*	BB	(IN)	
	CC	(IN)	
*	DD	1.00 (%)	
*	EE	999.00 (%)	not applicable

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	2.60	(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

N 8TH ST & VINE ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

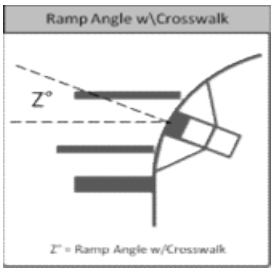
Insert Picture 6

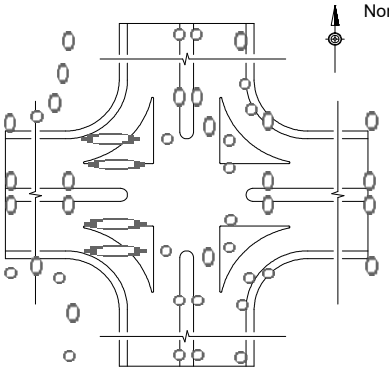
pennsylvania DEPARTMENT OF TRANSPORTATION

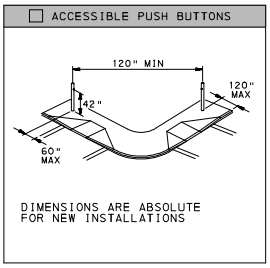
FDR PARK DR & PATTISON AVE, PennDOT
Location ID # 14

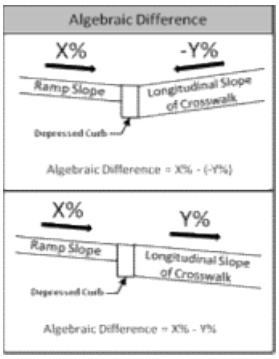
*Date of Design (yyyy mm dd)	2023	07	06		
Designer 1	eric long JJA				
Designer 2	na na				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	-1.10	%	1.10	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	NO	Comments:			
ECMS #		Alg Δ Grade (%)	2.0		
Intersection Ramp # of #	1	2			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 4				

*North Leg		(segment)	(offset)
*North Leg Desc.			
*East Leg	PATTISON	(segment)	(offset)
*East Leg Desc.			
*South Leg	FDR PARK	(segment)	(offset)
*South Leg Desc.			
*West Leg	PATTISON	(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		







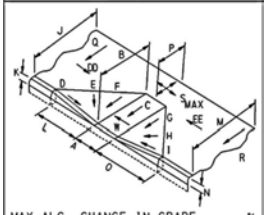


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-PATTISON-FDRPARK-PATTISON-2023-07-06-14-Type4		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

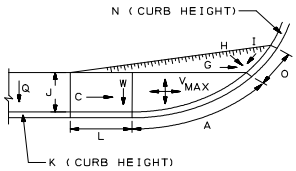
FDR PARK DR & PATTISON AVE, PennDOT
Location ID # 14

☐ TYPE 1



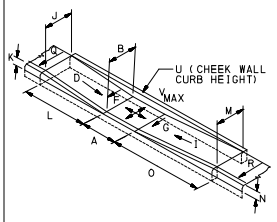
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



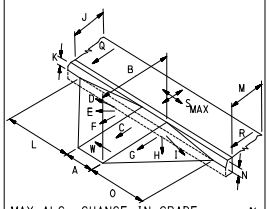
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



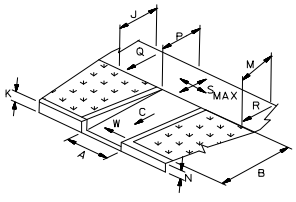
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



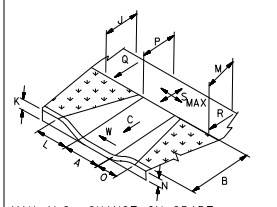
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



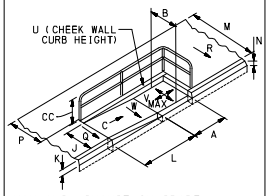
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



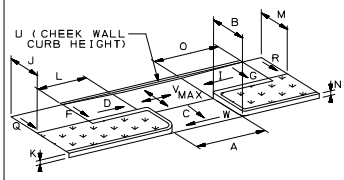
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



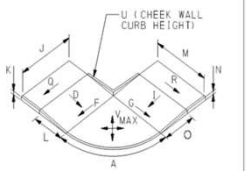
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



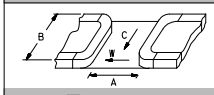
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

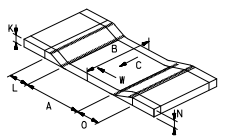
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	60	(IN)	
*	B	94	(IN)	
*	C	2.90	(%)	
*	D		(%)	
	E		(%)	
*	F		(%)	
*	G		(%)	
	H		(%)	
*	I		(%)	
*	J	72	(IN)	
	K	4	(IN)	
	L		(IN)	
*	M	72	(IN)	
	N	4	(IN)	
	O		(IN)	
*	P	999	(IN)	no landing - directional
*	Q	1.00	(%)	
*	R	1.00	(%)	same as Q
*	S		(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	48	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.00	(%)	
*	EE	999.00	(%)	directional ramp
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

pennsylvania
DEPARTMENT OF TRANSPORTATION

FDR PARK DR & PATTISON AVE, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

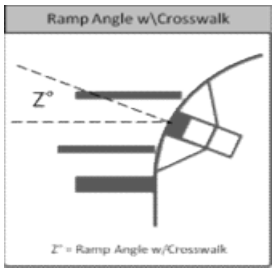
Insert Picture 6

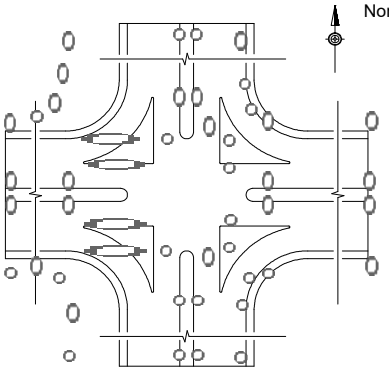
pennsylvania DEPARTMENT OF TRANSPORTATION

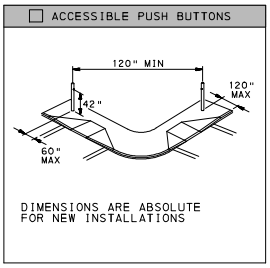
FDR PARK DR & PATTISON AVE, PennDOT
Location ID # 17

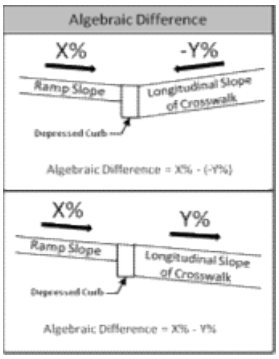
*Date of Design (yyyy mm dd)	2023	07	06		
Designer 1	Eric Long JJA				
Designer 2	na na				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	0.00	%	1.80	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	NO	Comments:			
ECMS #		Alg Δ Grade (%)	5.0		
Intersection Ramp # of #	2	2			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 4				

*North Leg		(segment)	(offset)
*North Leg Desc.			
*East Leg	PATTISON	(segment)	(offset)
*East Leg Desc.			
*South Leg	FDR PARK	(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		







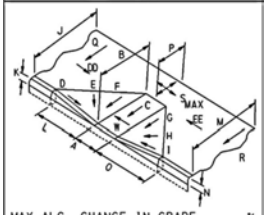


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-PATTISON-FDRPARK-2023-07-06-17-Type4		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

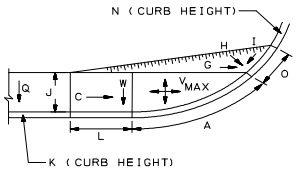
FDR PARK DR & PATTISON AVE, PennDOT
Location ID # 17

☐ TYPE 1



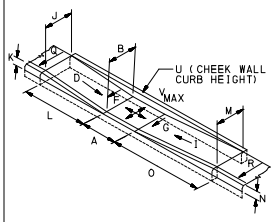
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



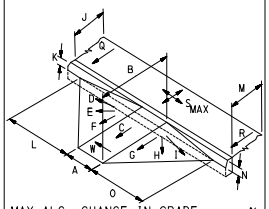
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



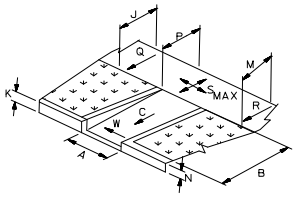
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



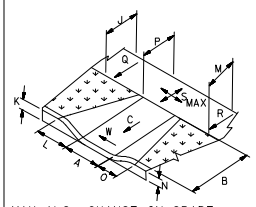
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



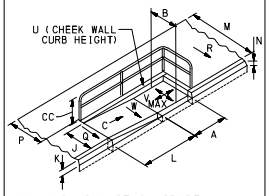
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



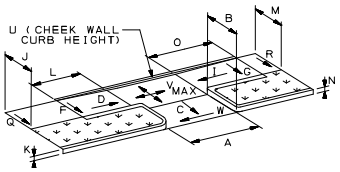
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



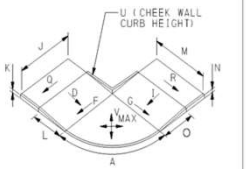
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



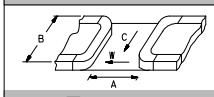
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

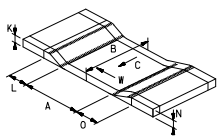
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	60	(IN)	
*	B	88	(IN)	
*	C	3.50	(%)	
*	D		(%)	
	E		(%)	
*	F		(%)	
*	G		(%)	
	H		(%)	
*	I		(%)	
*	J	72	(IN)	
	K	3	(IN)	
	L		(IN)	
*	M	72	(IN)	
	N	3	(IN)	
	O		(IN)	
*	P	72	(IN)	
*	Q	1.00	(%)	
*	R	1.00	(%)	
*	S		(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	2.00	(%)	
*	X		(IN)	
*	Y	120	(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD		(%)	
*	EE		(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

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DEPARTMENT OF TRANSPORTATION

FDR PARK DR & PATTISON AVE, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

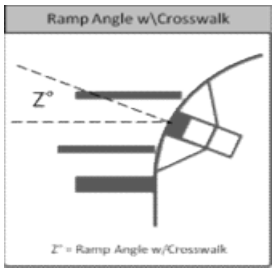
Insert Picture 3

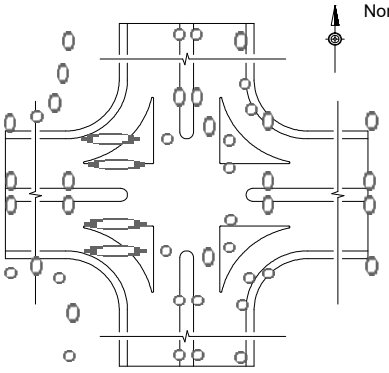
Insert Picture 6

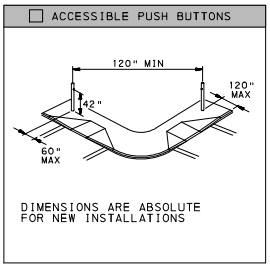
pennsylvania DEPARTMENT OF TRANSPORTATION

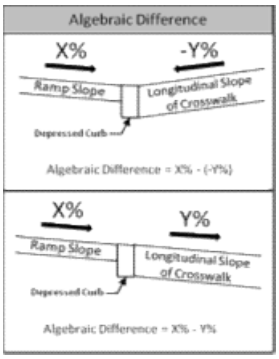
N 4TH ST & VINE ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	07	06			
Designer 1	Bryan Flemming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.20	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		6	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		1	4			
*Ramp Location (Use Figure Below)			07			
*Curb Ramp Type	Type 1					
*North Leg	N 4TH	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	VINE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg		(segment)	(offset)			
*South Leg Desc.						
*West Leg		(segment)	(offset)			
*West Leg Desc.						
Ramp Coordinates	Latitude					
	Longitude					







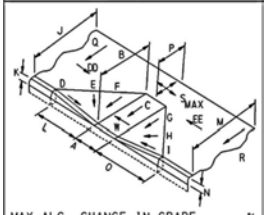


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N4THSt-VINESt-2023-07-06-7-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

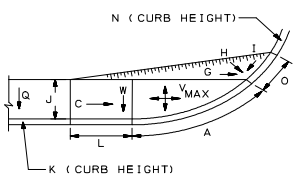
N 4TH ST & VINE ST, PennDOT Location ID # 7

☐ TYPE 1



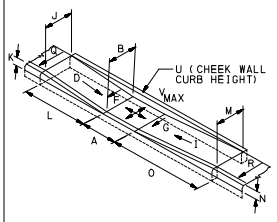
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



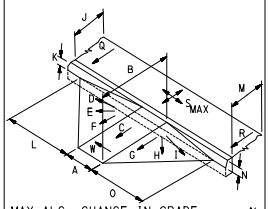
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



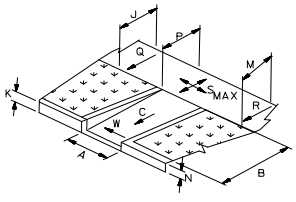
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



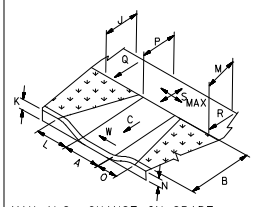
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



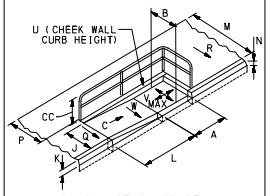
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



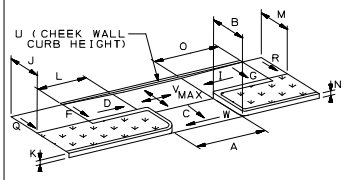
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



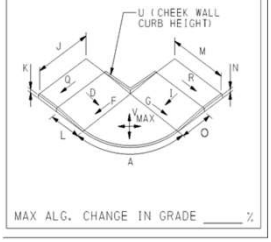
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



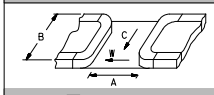
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

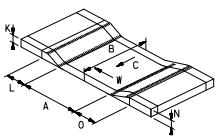
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	31	(IN)
*	C	6.00	(%)
*	D	5.10	(%)
	E	7.20	(%)
*	F	6.60	(%)
*	G	4.40	(%)
	H	6.30	(%)
*	I	6.40	(%)
*	J	75	(IN)
	K	2	(IN)
	L	34	(IN)
*	M	90	(IN)
	N	3	(IN)
	O	32	(IN)
*	P	48	(IN)
*	Q	1.80	(%)
*	R	1.60	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.10	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.40	(%)
*	EE	0.20	(%)

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments

pennsylvania
DEPARTMENT OF TRANSPORTATION

N 4TH ST & VINE ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

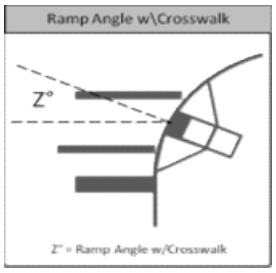
Insert Picture 3

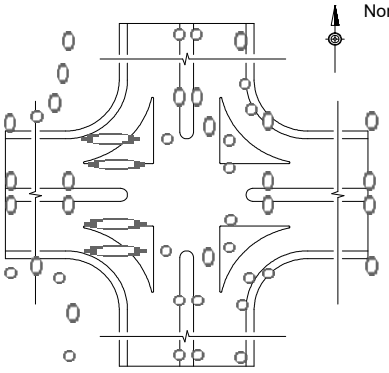
Insert Picture 6

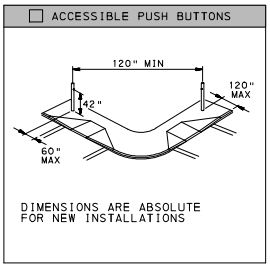
pennsylvania DEPARTMENT OF TRANSPORTATION

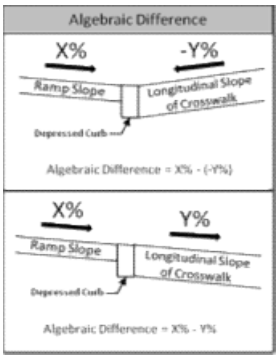
N 4TH ST & VINE ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2023	07	06			
Designer 1	Bryan Flemming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.90	%	0.90	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		10	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #		2	4			
*Ramp Location (Use Figure Below)			09			
*Curb Ramp Type	Type 1					
*North Leg	N 4TH	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	VINE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg		(segment)	(offset)			
*South Leg Desc.						
*West Leg		(segment)	(offset)			
*West Leg Desc.						
Ramp Coordinates	Latitude					
	Longitude					







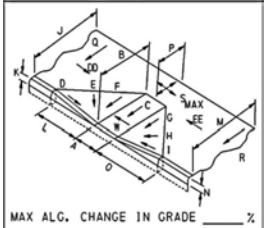


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N4THSt-VINESt-2023-07-06-9-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

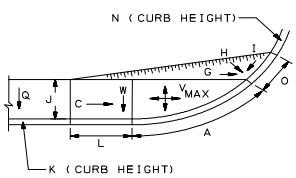
N 4TH ST & VINE ST, PennDOT Location ID # 9

☐ TYPE 1



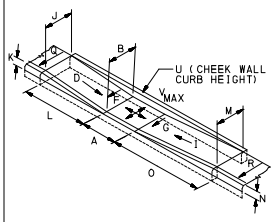
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



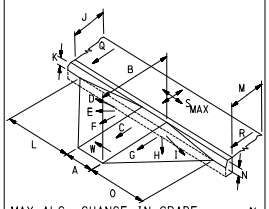
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



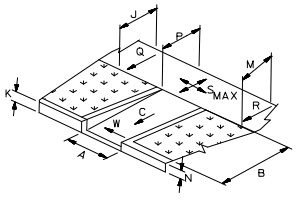
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



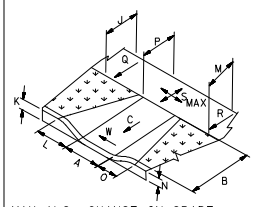
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



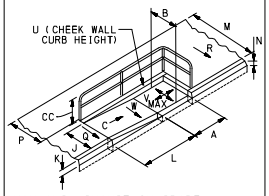
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



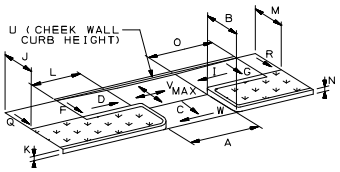
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



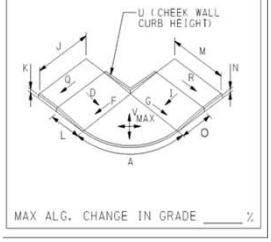
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



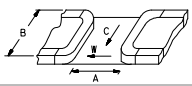
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

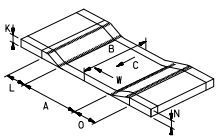
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	34	(IN)
*	C	4.80	(%)
*	D	4.80	(%)
	E	5.00	(%)
*	F	4.50	(%)
*	G	6.40	(%)
	H	7.90	(%)
*	I	6.00	(%)
*	J	75	(IN)
	K	3	(IN)
	L	38	(IN)
*	M	90	(IN)
	N	2	(IN)
	O	33	(IN)
*	P	49	(IN)
*	Q	1.80	(%)
*	R	1.60	(%)
*	S	1.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.40	(%)
*	EE	0.20	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments

pennsylvania
DEPARTMENT OF TRANSPORTATION

N 4TH ST & VINE ST, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

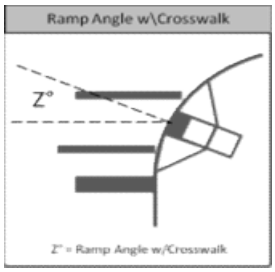
Insert Picture 6

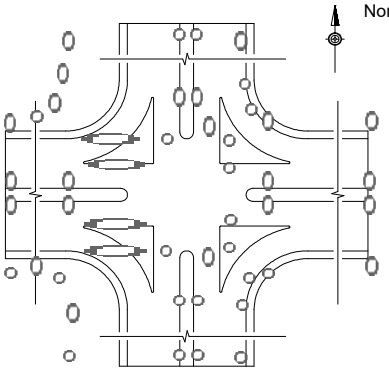
pennsylvania DEPARTMENT OF TRANSPORTATION

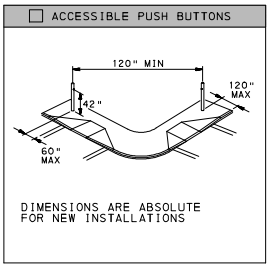
N 4TH ST & VINE ST, PennDOT Location ID # 12

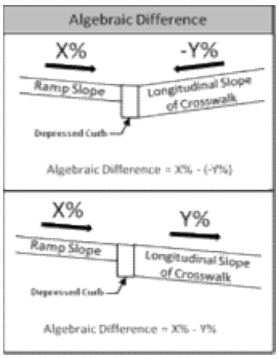
*Date of Design (yyyy mm dd)	2023	07	06		
Designer 1	Bryan Flemming JJA				
Designer 2	Randy Kravitz TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.10	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		8	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.0		
Intersection Ramp # of #	3	4			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				

*North Leg	N 4TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	VINE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		







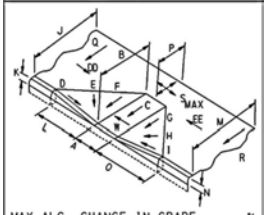


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N4THSt-VINESt-2023-07-06-12-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

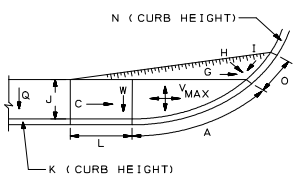
N 4TH ST & VINE ST, PennDOT Location ID # 12

☐ TYPE 1



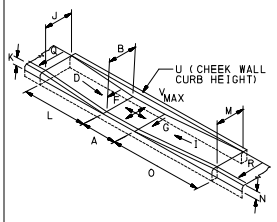
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



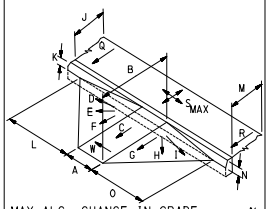
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



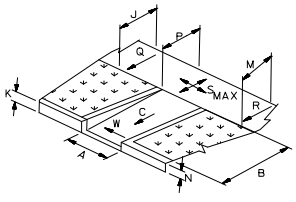
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



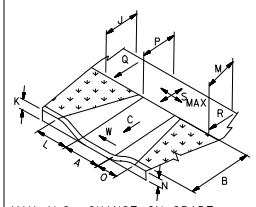
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



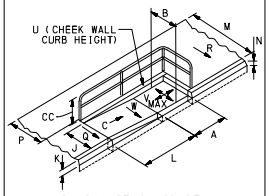
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



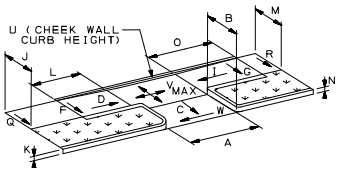
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



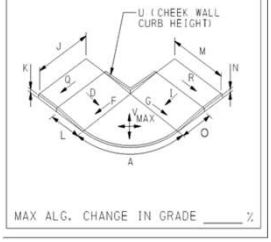
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



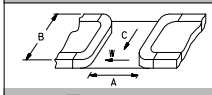
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

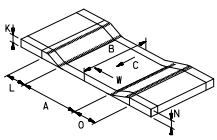
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	55	(IN)
*	C	6.30	(%)
*	D	6.20	(%)
	E	7.90	(%)
*	F	5.60	(%)
*	G	7.40	(%)
	H	8.90	(%)
*	I	8.20	(%)
*	J	90	(IN)
	K	4	(IN)
	L	45	(IN)
*	M	85	(IN)
	N	3	(IN)
	O	36	(IN)
*	P	60	(IN)
*	Q	3.00	(%)
*	R	1.60	(%)
*	S	1.40	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.50	(%)
*	EE	5.50	(%)

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments

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DEPARTMENT OF TRANSPORTATION

N 4TH ST & VINE ST, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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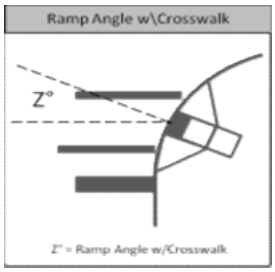
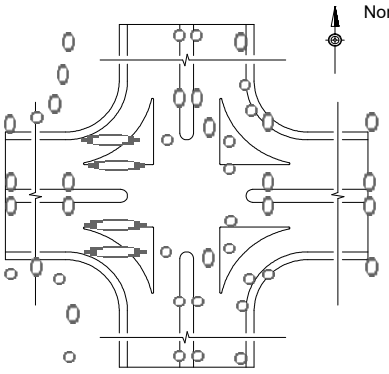
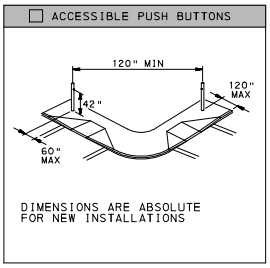
N 4TH ST & VINE ST, PennDOT Location ID # 14

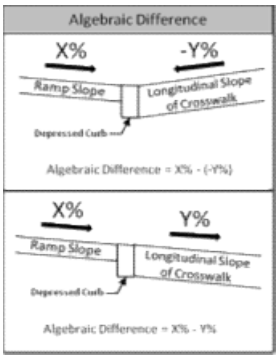
*Date of Design (yyyy mm dd)	2023	07	06			
Designer 1	Bryan Flemming JJA					
Designer 2	Randy Kravitz TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Other					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.20	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		12	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	4	4				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					

*North Leg	N 4TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	VINE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		







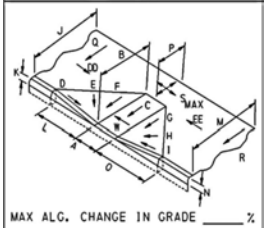


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-N4THSt-VINESt-2023-07-06-14-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

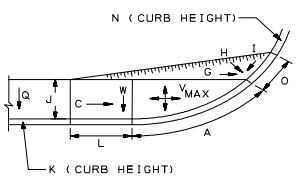
N 4TH ST & VINE ST, PennDOT Location ID # 14

☐ TYPE 1



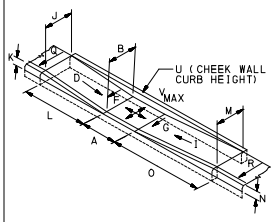
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"____ %

☐ TYPE 1A



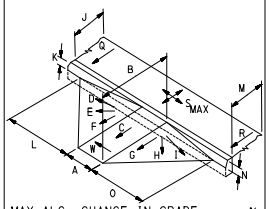
MAX ALG. CHANGE IN GRADE ____ %

☐ TYPE 2



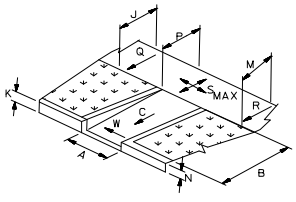
MAX ALG. CHANGE IN GRADE ____ %

☐ TYPE 3



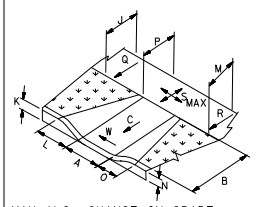
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"____ %

☐ TYPE 4



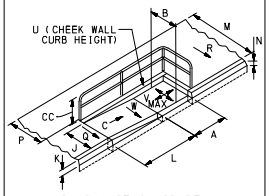
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"____ %

☐ TYPE 4A



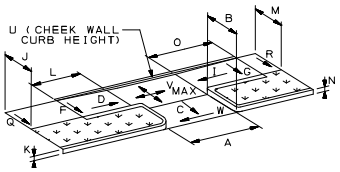
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"____ %

☐ TYPE 5



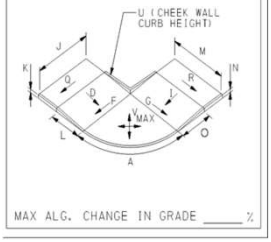
MAX ALG. CHANGE IN GRADE ____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT ____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE ____ %

☐ BLENDED TRANSITION



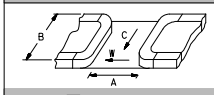
MAX ALG. CHANGE IN GRADE ____ %

☐ NON-TYPICAL

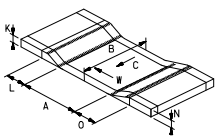
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE ____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	51	(IN)	
*	C	6.00	(%)	
*	D	6.50	(%)	
	E	8.20	(%)	
*	F	6.70	(%)	
*	G	6.80	(%)	
	H	7.80	(%)	
*	I	7.90	(%)	
*	J	90	(IN)	
	K	3	(IN)	
	L	39	(IN)	
*	M	85	(IN)	
	N	5	(IN)	
	O	36	(IN)	
*	P	64	(IN)	
*	Q	3.00	(%)	
*	R	1.60	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.50	(%)	
*	EE	5.50	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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N 4TH ST & VINE ST, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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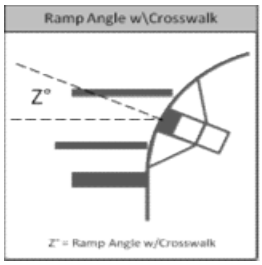
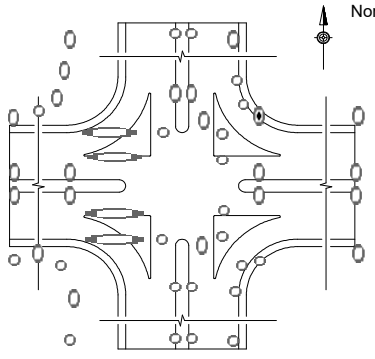
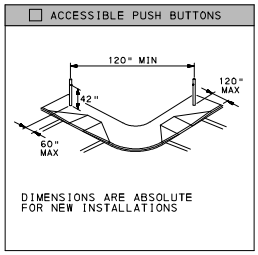
N. 5th Street and Green Street - Ramp 6 of 22

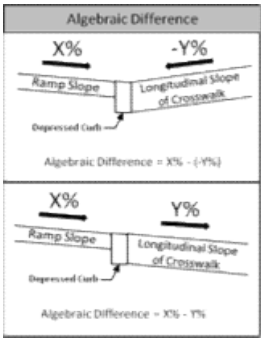
*Date of Design (yyyy mm dd)	2023	07	13			
Designer 1	Ronald Herazo					
Designer 2						
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	04.19.2023					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	Yes					
Elevation Differences > 1/4"	No		(X/16")			
Grate Openings or Gaps > 1/2"	No		(X/16")			
Utilities in Path of Travel	No					
Water Ponding in Path of Travel	No					
Detectable Warning Surface (DWS)	Yes					
DWS type	Poly Conc					
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	Yes	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.90	%	0.90	%		
Turning Maneuver in Street	No	Ramp Angle with Crosswalk		22	degrees	
Turning Maneuver at Top of Ramp (Smax)	No	Comments:				
ECMS # N/A	Alg Δ Grade (%)	9.5				
Intersection Ramp # of #	6	22				
*Ramp Location (Use Figure Below)		09				
*Curb Ramp Type	Type 1					

*North Leg	N 5th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Green	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	N 5th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	N/A	(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude	39.96222	
	Longitude	-75.14651	









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				Yes
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N5thSt-GreenSt-N5thSt-N/A-2023-07-13-9-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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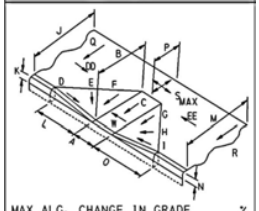
DEPARTMENT OF TRANSPORTATION

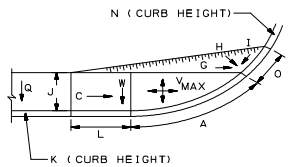
N. 5th Street and Green Street - Ramp 6 of 22

☐ TYPE 1



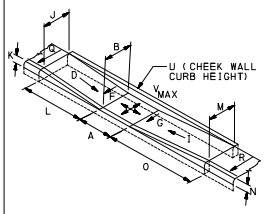
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



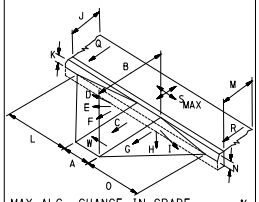
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



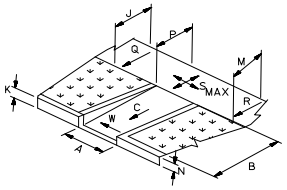
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



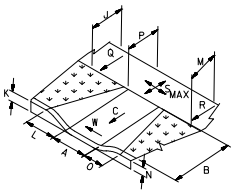
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



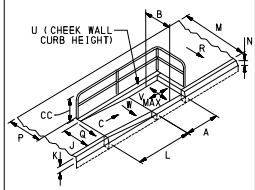
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



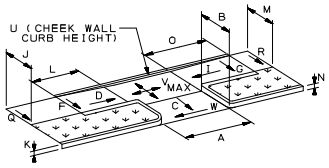
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



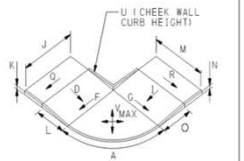
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



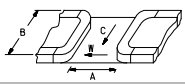
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

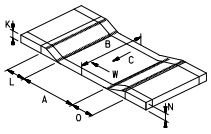
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	108	(IN)	
*	C	7.40	(%)	
*	D	5.70	(%)	
	E	6.00	(%)	
*	F	6.90	(%)	
*	G	7.00	(%)	
	H	7.60	(%)	
*	I	5.40	(%)	
*	J	156	(IN)	
	K	3	(IN)	
	L	52	(IN)	
*	M	132	(IN)	
	N	2	(IN)	
	O	86	(IN)	
*	P	48	(IN)	
*	Q	4.20	(%)	existing slope
*	R	4.50	(%)	existing slope
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stop bar in this direction
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.30	(%)	
*	EE	4.00	(%)	
	DWS Transition Strip	No		
	DWS Transition Strip Slope (FF)		(%)	

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DEPARTMENT OF TRANSPORTATION

N. 5th Street and Green Street - Ramp 6 of 22

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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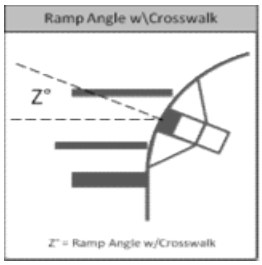
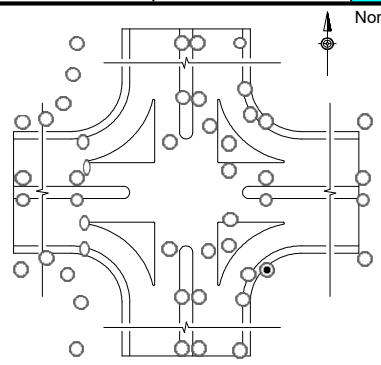
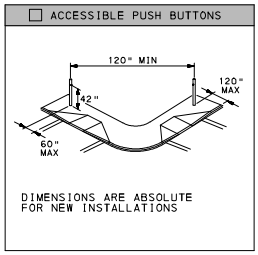
N. 5th Street and Green Street - Ramp 5 of 22

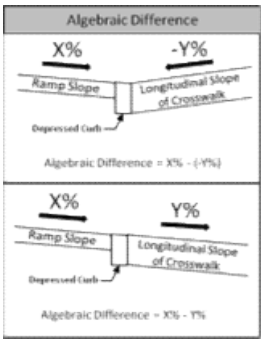
*Date of Design (yyyy mm dd)	2023	07	13			
Designer 1	Ronald Herazo					
Designer 2						
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	04.19.2023					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	Yes					
Elevation Differences > 1/4"	No		(X/16")			
Grate Openings or Gaps > 1/2"	No		(X/16")			
Utilities in Path of Travel	No					
Water Ponding in Path of Travel	No					
Detectable Warning Surface (DWS)	Yes					
DWS type	Poly Conc					
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	Yes	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	4.90	%	1.90	%		
Turning Maneuver in Street	No	Ramp Angle with Crosswalk		22	degrees	
Turning Maneuver at Top of Ramp (Smax)	No	Comments:				
ECMS # N/A	Alg Δ Grade (%)	9.0				
Intersection Ramp # of #	5	22				
*Ramp Location (Use Figure Below)		12				
*Curb Ramp Type	Type 1					

*North Leg	N. 5th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Green	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	N. 5th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	N/A	(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude	39.96212	
	Longitude	-75.14653	









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				Yes
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N.5thSt-GreenSt-N.5thSt-N/A-2023-07-13-12-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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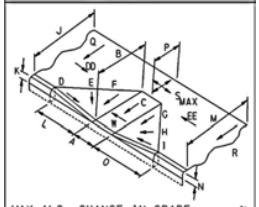
DEPARTMENT OF TRANSPORTATION

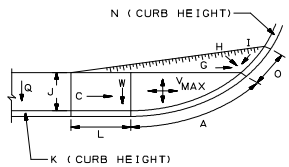
N. 5th Street and Green Street - Ramp 5 of 22

☐ TYPE 1



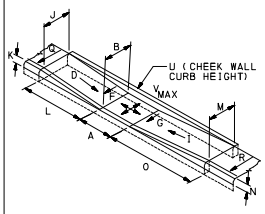
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



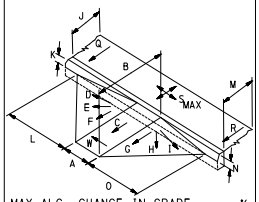
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



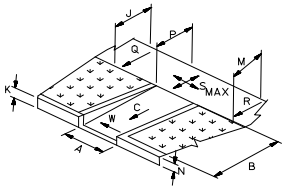
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



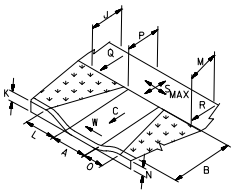
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



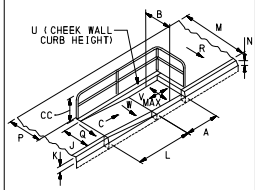
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



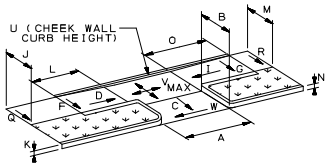
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



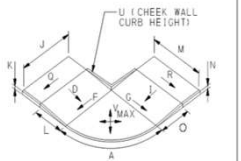
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



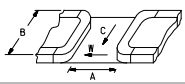
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

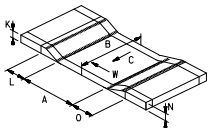
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	86	(IN)	
*	C	2.90	(%)	
*	D	3.40	(%)	
	E	2.10	(%)	
*	F	1.90	(%)	
*	G	2.60	(%)	
	H	1.40	(%)	
*	I	0.50	(%)	
*	J	132	(IN)	
	K	4	(IN)	
	L	63	(IN)	
*	M	144	(IN)	
	N	4	(IN)	
	O	56	(IN)	
*	P	54	(IN)	
*	Q	1.00	(%)	
*	R	0.40	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.75	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stop bar in this direction
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.50	(%)	
*	EE	5.40	(%)	
	DWS Transition Strip	No		
	DWS Transition Strip Slope (FF)		(%)	

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DEPARTMENT OF TRANSPORTATION

N. 5th Street and Green Street - Ramp 5 of 22

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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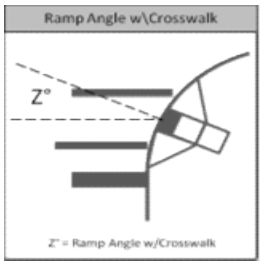
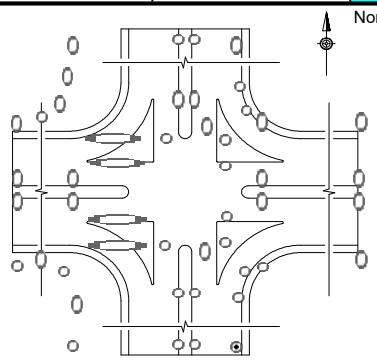
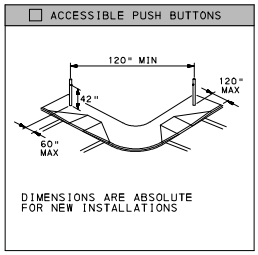
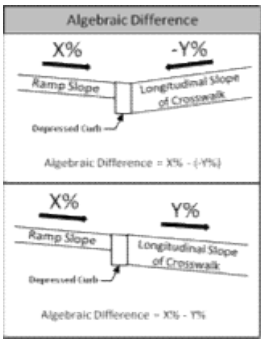
N. 5th Street - Ramp 18 (2A) of 22

*Date of Design (yyyy mm dd)		2023	07	13		
Designer 1		Ronald Herazo				
Designer 2						
*Engineering District Code		06 - District 6-0				
*County Name		Philadelphia				
*County Code (auto)		101				
*Municipality Name		Philadelphia City				
*Municipality Code (auto)		60000				
Construction Phase		Constructed				
Ramp Crosses		Local Road				
Photo Log Number		04.19.2023				
Number of Photos		3				
Ramp Surface		Concrete				
Surface Stable, Firm, and Slip Resistant		Yes				
Elevation Differences > 1/4"		No		(X/16")		
Grate Openings or Gaps > 1/2"		No		(X/16")		
Utilities in Path of Travel		No				
Water Ponding in Path of Travel		No				
Detectable Warning Surface (DWS)		Yes				
DWS type		Poly Conc				
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path		Yes	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp		0.40	%	1.40	%	
Turning Maneuver in Street		No	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)		No	Comments:			
ECMS #	N/A	Alg Δ Grade (%)	1.0			
Intersection Ramp # of #		18	22			
*Ramp Location (Use Figure Below)			15			
*Curb Ramp Type		Type 1				
*North Leg	N 5th	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	Green	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	N 5th	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	N/A	(segment)	(offset)			
*West Leg Desc.						
Ramp Coordinates	Latitude	39.96200				
	Longitude	-75.14649				







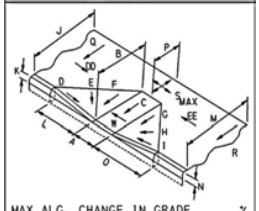


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work					Yes	
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons		N/A				
Sketch Used To Collect Field Information		No				
Asset # (auto)	C-06-101-60000-N5thSt-GreenSt-N5thSt-N/A-2023-07-13-15-Type1					
Status	Current					
Archive Ramp at location #:		N/A				
Level of Service	Meets RC-67M					

pennsylvania DEPARTMENT OF TRANSPORTATION

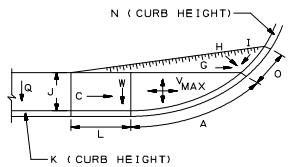
N. 5th Street - Ramp 18 (2A) of 22

☐ TYPE 1



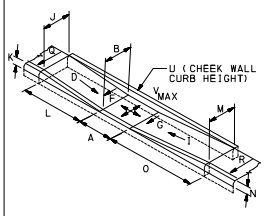
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



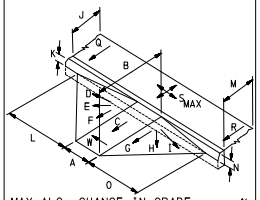
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



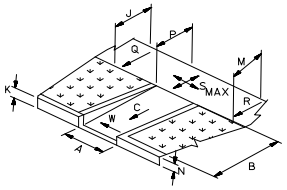
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



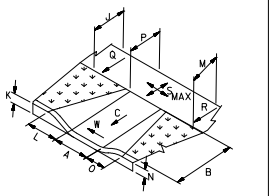
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



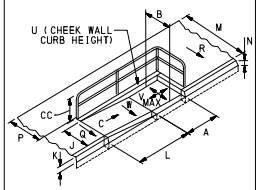
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



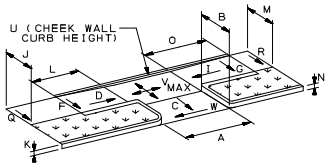
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



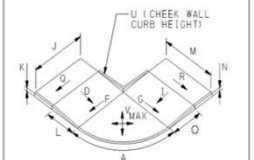
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



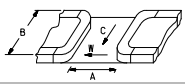
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

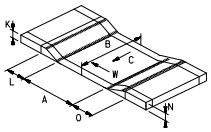
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



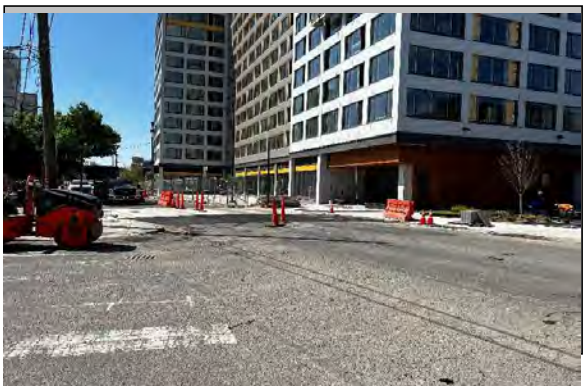
☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	120	(IN)	
*	B	85	(IN)	
*	C	2.90	(%)	
*	D	1.70	(%)	
	E	1.10	(%)	
*	F	2.80	(%)	
*	G	3.50	(%)	
	H	2.00	(%)	
*	I	0.30	(%)	
*	J	144	(IN)	
	K	3	(IN)	
	L	72	(IN)	
*	M	144	(IN)	
	N	3	(IN)	
	O	46	(IN)	
*	P	999	(IN)	
*	Q	1.60	(%)	
*	R	3.50	(%)	
*	S	0.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.90	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stop bar in this direction
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.80	(%)	
*	EE	0.60	(%)	
	DWS Transition Strip	No		
	DWS Transition Strip Slope (FF)		(%)	

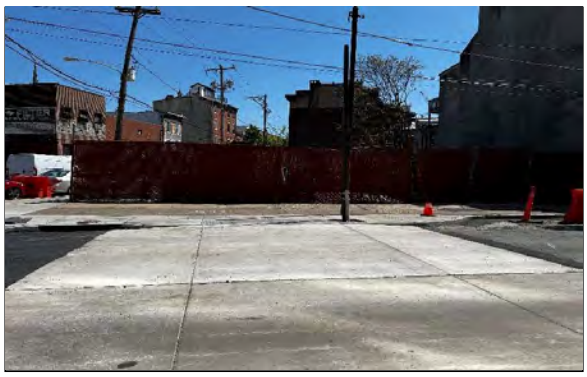
pennsylvania
DEPARTMENT OF TRANSPORTATION

N. 5th Street - Ramp 18 (2A) of 22



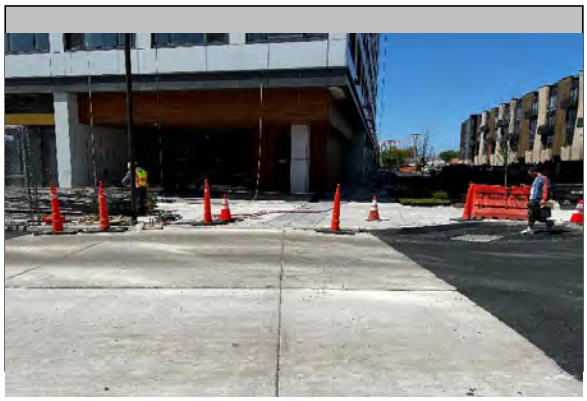
Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5



Insert Picture 3

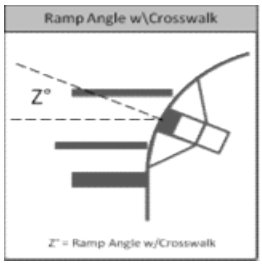
Insert Picture 6

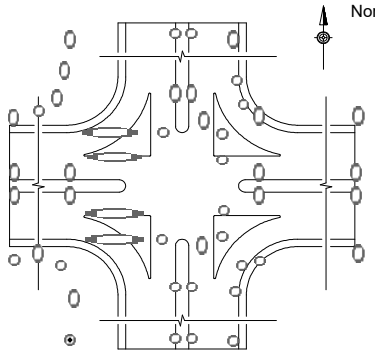
pennsylvania DEPARTMENT OF TRANSPORTATION

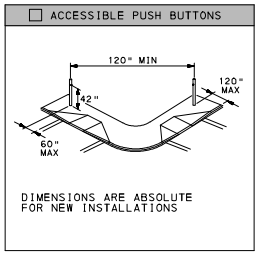
N. 5th Street - Ramp 17 (1A) of 22

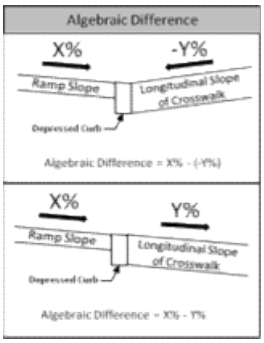
*Date of Design (yyyy mm dd)	2023	07	13			
Designer 1	Ronald Herazo					
Designer 2						
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	04.19.2023					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	Yes					
Elevation Differences > 1/4"	No		(X/16")			
Grate Openings or Gaps > 1/2"	No		(X/16")			
Utilities in Path of Travel	No					
Water Ponding in Path of Travel	No					
Detectable Warning Surface (DWS)	Yes					
DWS type	Poly Conc					
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	Yes	Crossing Control Type		Midblock		
Longitudinal / Cross slope in Front of Ramp	0.10	%	0.70	%		
Turning Maneuver in Street	No	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	No	Comments:				
ECMS # N/A	Alg Δ Grade (%)	2.6				
Intersection Ramp # of #	17	22				
*Ramp Location (Use Figure Below)		16				
*Curb Ramp Type	Type 1					

		(segment)	(offset)
*North Leg	N 5th		
*North Leg Desc.	St		
*East Leg	Green		
*East Leg Desc.	St		
*South Leg	N 5th		
*South Leg Desc.	St		
*West Leg	N/A		
*West Leg Desc.			
Ramp Coordinates	Latitude	39.96200	
	Longitude	-75.14667	







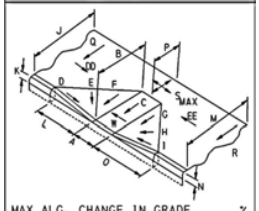


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				Yes		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-N5thSt-GreenSt-N5thSt-N/A-2023-07-13-16-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania DEPARTMENT OF TRANSPORTATION

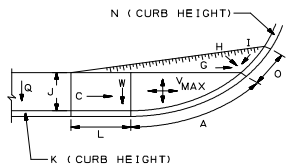
N. 5th Street - Ramp 17 (1A) of 22

☐ TYPE 1



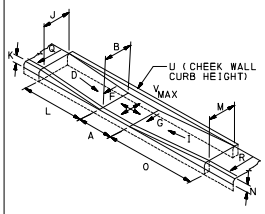
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



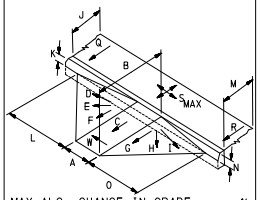
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



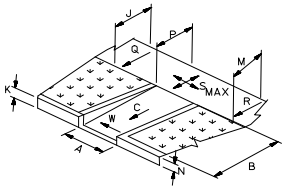
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



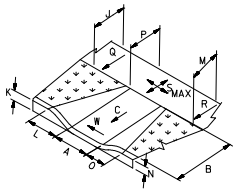
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



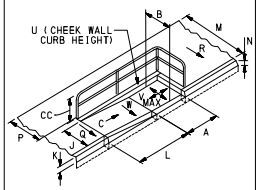
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



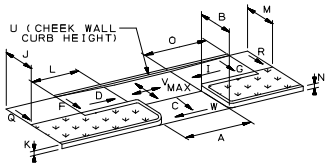
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



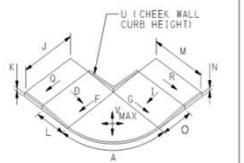
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



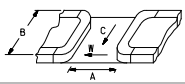
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

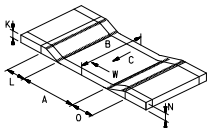
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



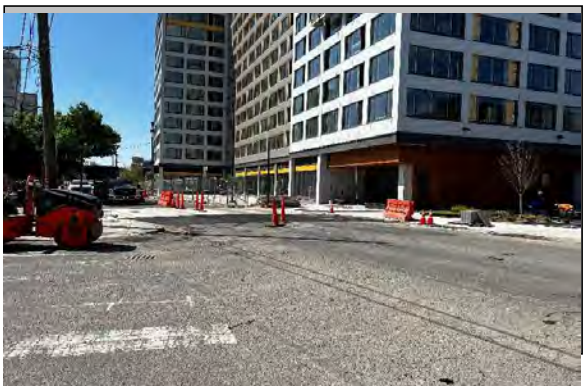
☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	120	(IN)	
*	B	90	(IN)	
*	C	0.20	(%)	
*	D	0.70	(%)	
	E	0.40	(%)	
*	F	0.30	(%)	
*	G	0.20	(%)	
	H	0.60	(%)	
*	I	1.20	(%)	
*	J	144	(IN)	
	K	4	(IN)	
	L	51	(IN)	
*	M	144	(IN)	
	N	3	(IN)	
	O	64	(IN)	
*	P	999	(IN)	
*	Q	0.20	(%)	
*	R	0.80	(%)	
*	S	0.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stop bar in this direction
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.90	(%)	
*	EE	0.20	(%)	
	DWS Transition Strip	No		
	DWS Transition Strip Slope (FF)		(%)	

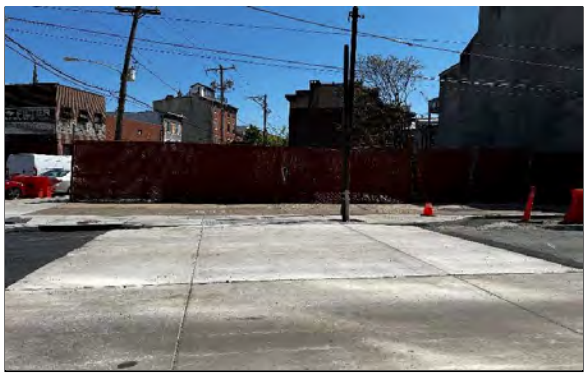
pennsylvania
DEPARTMENT OF TRANSPORTATION

N. 5th Street - Ramp 17 (1A) of 22



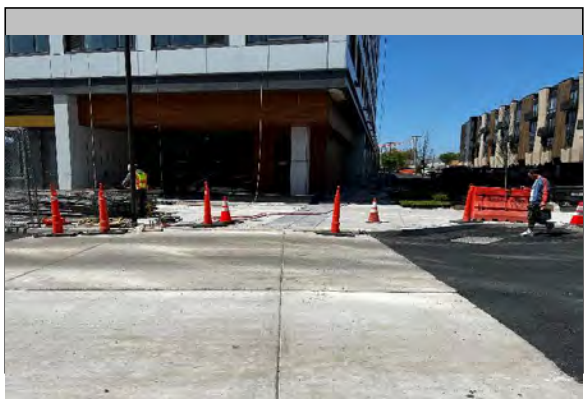
Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5



Insert Picture 3

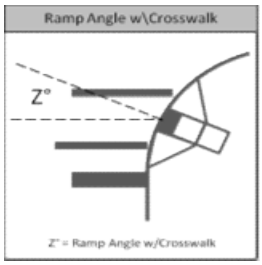
Insert Picture 6

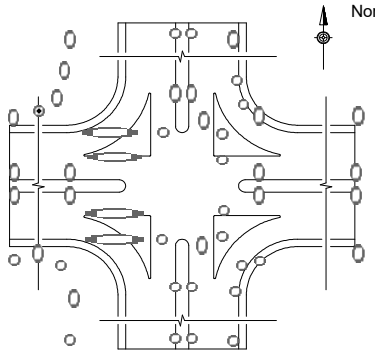
pennsylvania DEPARTMENT OF TRANSPORTATION

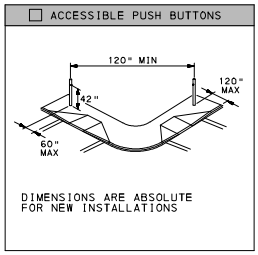
N. 5th Street and Spring Garden - Ramp 3 of 22

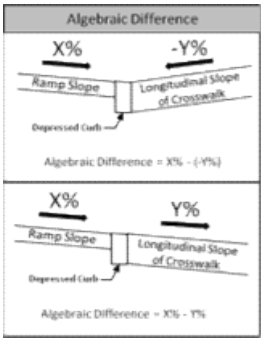
*Date of Design (yyyy mm dd)	2023	07	13			
Designer 1	Ronald Herazo					
Designer 2						
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	04.19.2023					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	Yes					
Elevation Differences > 1/4"	No		(X/16")			
Grate Openings or Gaps > 1/2"	No		(X/16")			
Utilities in Path of Travel	No					
Water Ponding in Path of Travel	No					
Detectable Warning Surface (DWS)	Yes					
DWS type	Poly Conc					
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Traffic Signal			
Longitudinal / Cross slope in Front of Ramp	7.30	%	1.40	%		
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	0	degrees		
Turning Maneuver at Top of Ramp (Smax)	No	Comments:				
ECMS # N/A	Alg Δ Grade (%)	12.5				
Intersection Ramp # of #	3	22				
*Ramp Location (Use Figure Below)		02				
*Curb Ramp Type	Type 1					

		(segment)	(offset)
*North Leg	N 5th		
*North Leg Desc.	St		
*East Leg	Spring Garden	(segment)	(offset)
*East Leg Desc.	St	0081	2196
*South Leg	N 5th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Spring Garden	(segment)	(offset)
*West Leg Desc.	St	0080	2197
Ramp Coordinates	Latitude	39.96133	
	Longitude	-75.14667	







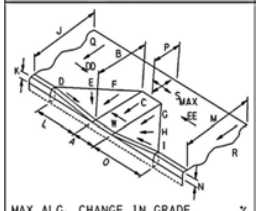


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	Yes					
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-N5thSt-SpringGardenSt-N5thSt-SpringGardenSt-2023-07-13-2-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania DEPARTMENT OF TRANSPORTATION

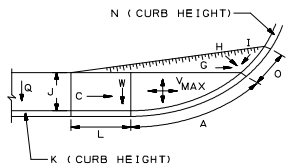
N. 5th Street and Spring Garden - Ramp 3 of 22

☐ TYPE 1



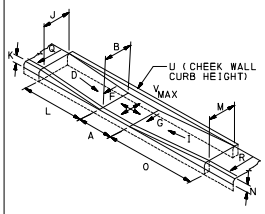
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



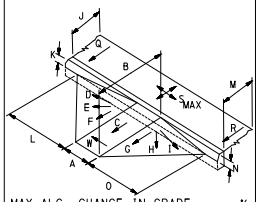
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



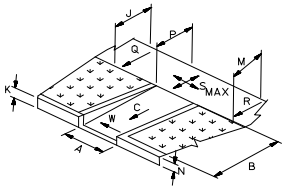
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



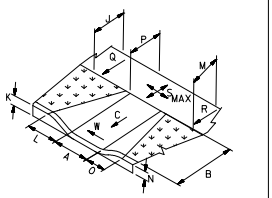
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



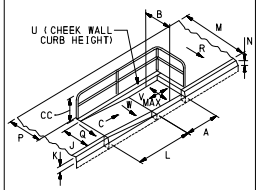
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



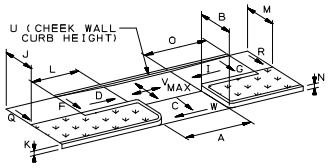
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



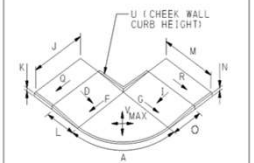
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



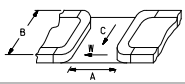
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

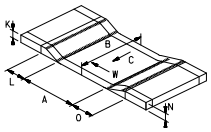
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



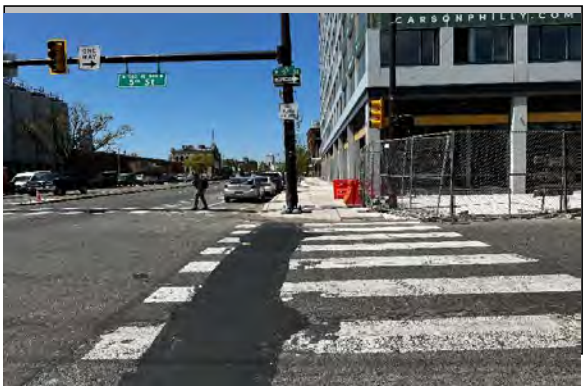
☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	75	(IN)	
*	C	7.10	(%)	
*	D	8.10	(%)	
	E	9.20	(%)	
*	F	7.40	(%)	
*	G	8.20	(%)	
	H	8.90	(%)	
*	I	6.40	(%)	
*	J	192	(IN)	
	K	6	(IN)	
	L	88	(IN)	
*	M	156	(IN)	
	N	4	(IN)	
	O	60	(IN)	
*	P	48	(IN)	
*	Q	1.80	(%)	
*	R	0.70	(%)	
*	S	1.20	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.70	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar on this approach
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.10	(%)	
*	EE	0.60	(%)	
	DWS Transition Strip	No		
	DWS Transition Strip Slope (FF)		(%)	

pennsylvania
DEPARTMENT OF TRANSPORTATION

N. 5th Street and Spring Garden - Ramp 3 of 22



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

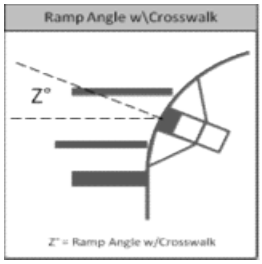
Insert Picture 6

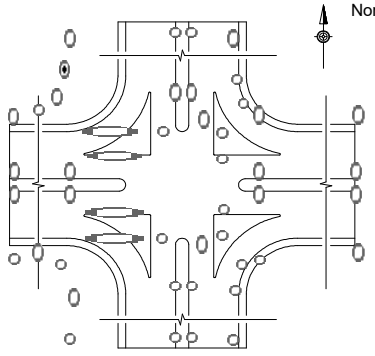
pennsylvania DEPARTMENT OF TRANSPORTATION

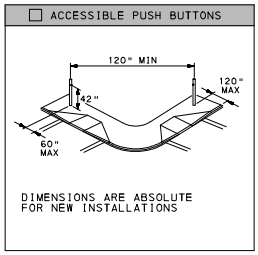
N. 5th Street and Spring Garden - Ramp 4 of 22

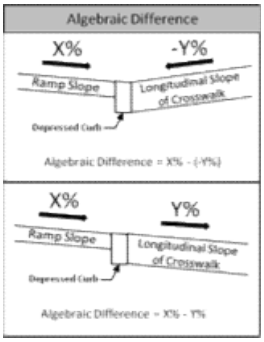
*Date of Design (yyyy mm dd)	2023	07	13			
Designer 1	Ronald Herazo					
Designer 2						
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	04.19.2023					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	Yes					
Elevation Differences > 1/4"	No		(X/16")			
Grate Openings or Gaps > 1/2"	No		(X/16")			
Utilities in Path of Travel	No					
Water Ponding in Path of Travel	No					
Detectable Warning Surface (DWS)	Yes					
DWS type	Poly Conc					
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	Yes	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	2.20	%	1.10	%		
Turning Maneuver in Street	No	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	No	Comments:				
ECMS # N/A	Alg Δ Grade (%)	7.0				
Intersection Ramp # of #	4	22				
*Ramp Location (Use Figure Below)		04				
*Curb Ramp Type	Type 1					

		(segment)	(offset)
*North Leg	N 5th		
*North Leg Desc.	St		
*East Leg	Spring Garden	(segment)	(offset)
*East Leg Desc.	St	0081	2210
*South Leg	N 5th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Spring Garden	(segment)	(offset)
*West Leg Desc.	St	0080	2211
Ramp Coordinates	Latitude	39.96135	
	Longitude	-75.14663	







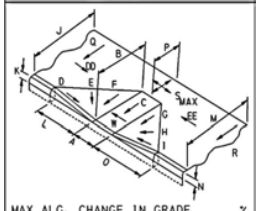


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				Yes		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-N5thSt-SpringGardenSt-N5thSt-SpringGardenSt-2023-07-13-4-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania DEPARTMENT OF TRANSPORTATION

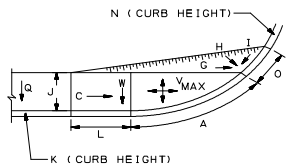
N. 5th Street and Spring Garden - Ramp 4 of 22

☐ TYPE 1



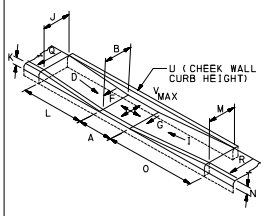
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



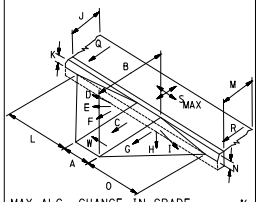
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



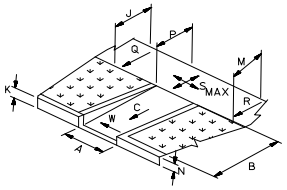
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



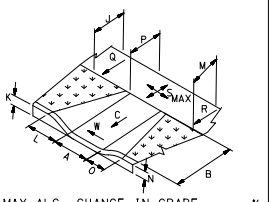
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



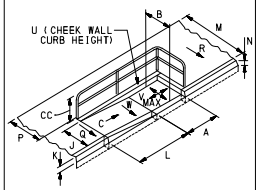
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



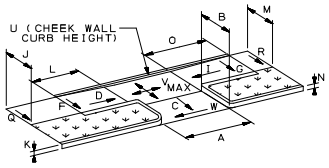
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



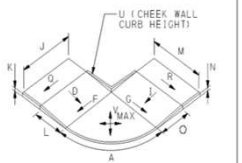
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



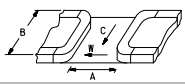
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

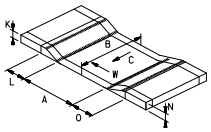
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	103	(IN)	
*	C	5.20	(%)	
*	D	6.60	(%)	
	E	6.00	(%)	
*	F	4.50	(%)	
*	G	6.70	(%)	
	H	8.80	(%)	
*	I	5.90	(%)	
*	J	192	(IN)	
	K	4	(IN)	
	L	48	(IN)	
*	M	156	(IN)	
	N	4	(IN)	
	O	60	(IN)	
*	P	48	(IN)	
*	Q	1.80	(%)	
*	R	0.70	(%)	
*	S	1.20	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.70	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar on this approach
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.10	(%)	
*	EE	0.60	(%)	
	DWS Transition Strip	No		
	DWS Transition Strip Slope (FF)		(%)	

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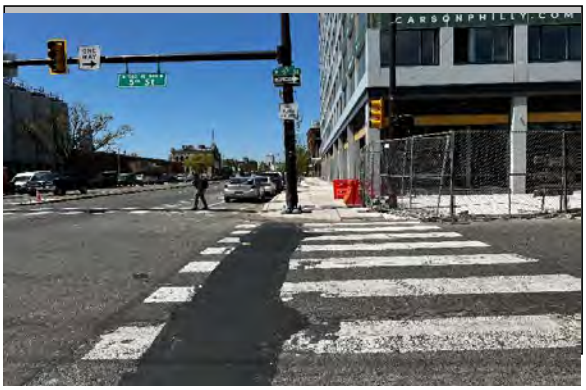
N. 5th Street and Spring Garden - Ramp 4 of 22



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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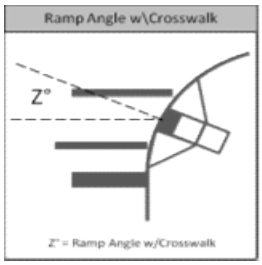
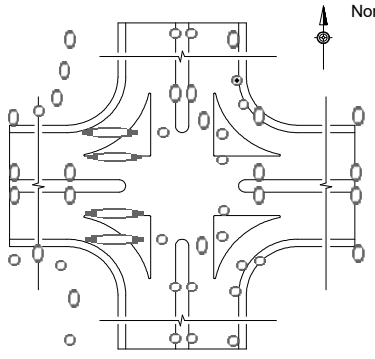
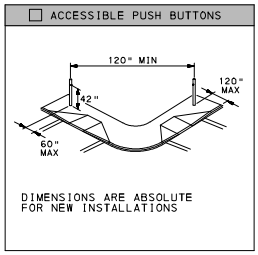
N. 5th Street and Spring Garden - Ramp 7 of 22

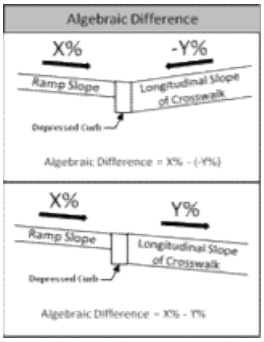
*Date of Design (yyyy mm dd)	2023	07	13			
Designer 1	Ronald Herazo					
Designer 2						
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	04.19.2023					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	Yes					
Elevation Differences > 1/4"	No		(X/16")			
Grate Openings or Gaps > 1/2"	No		(X/16")			
Utilities in Path of Travel	No					
Water Ponding in Path of Travel	No					
Detectable Warning Surface (DWS)	Yes					
DWS type	Poly Conc					
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	Yes	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	6.10	%	0.50	%		
Turning Maneuver in Street	No	Ramp Angle with Crosswalk		32	degrees	
Turning Maneuver at Top of Ramp (Smax)	No	Comments:				
ECMS #	N/A	Alg Δ Grade (%)	11.5			
Intersection Ramp # of #		7	22			
*Ramp Location (Use Figure Below)			07			
*Curb Ramp Type	Type 1					

*North Leg	N 5th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Spring Garden	(segment)	(offset)
*East Leg Desc.	St	0081	2254
*South Leg	N 5th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Spring Garden	(segment)	(offset)
*West Leg Desc.	St	0080	2255
Ramp Coordinates	Latitude	39.96135	
	Longitude	-75.14663	









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				Yes		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-N5thSt-SpringGardenSt-N5thSt-SpringGardenSt-2023-07-13-7-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

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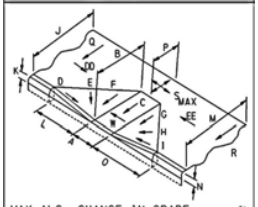
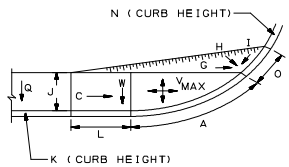
N. 5th Street and Spring Garden - Ramp 7 of 22

☐ TYPE 1



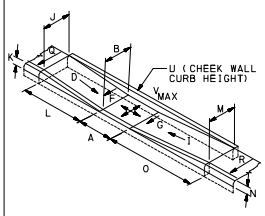
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



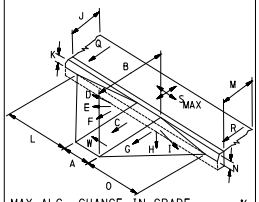
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



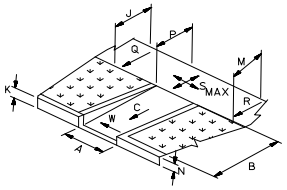
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



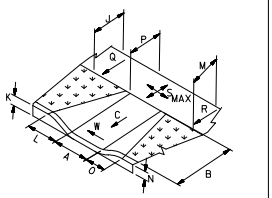
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



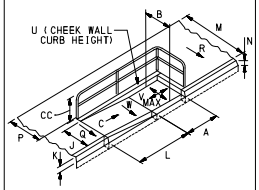
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



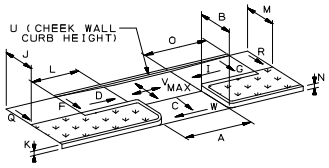
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



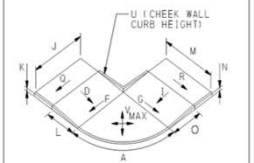
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



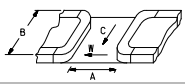
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

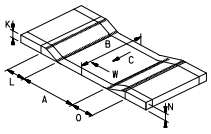
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	81	(IN)	
*	C	7.10	(%)	
*	D	9.60	(%)	
	E	9.60	(%)	
*	F	6.90	(%)	
*	G	5.90	(%)	
	H	5.20	(%)	
*	I	5.40	(%)	
*	J	204	(IN)	
	K	8	(IN)	
	L	51	(IN)	
*	M	192	(IN)	
	N	2	(IN)	
	O	24	(IN)	
*	P	60	(IN)	
*	Q	0.60	(%)	
*	R	1.50	(%)	
*	S	1.90	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.70	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar on this approach
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	5.00	(%)	
*	EE	5.00	(%)	

DWS Transition Strip	No	
DWS Transition Strip Slope (FF)		(%)

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N. 5th Street and Spring Garden - Ramp 7 of 22

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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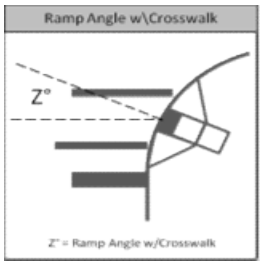
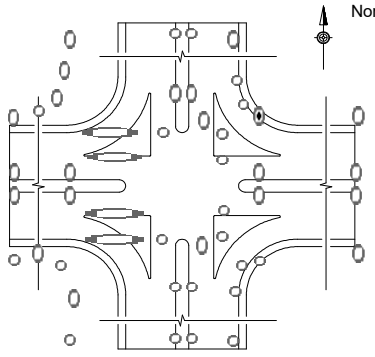
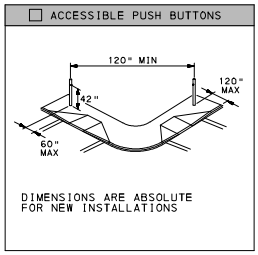
N. 5th Street and Spring Garden - Ramp 8 of 22

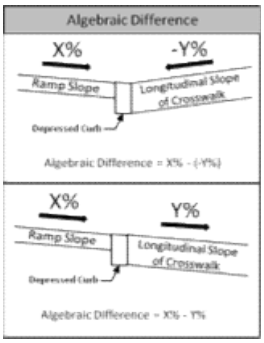
*Date of Design (yyyy mm dd)	2023	07	13			
Designer 1	Ronald Herazo					
Designer 2						
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	04.19.2023					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	Yes					
Elevation Differences > 1/4"	No		(X/16")			
Grate Openings or Gaps > 1/2"	No		(X/16")			
Utilities in Path of Travel	No					
Water Ponding in Path of Travel	No					
Detectable Warning Surface (DWS)	Yes					
DWS type	Poly Conc					
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	Yes	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	2.40	%	2.10	%		
Turning Maneuver in Street	No	Ramp Angle with Crosswalk		24	degrees	
Turning Maneuver at Top of Ramp (Smax)	No	Comments:				
ECMS # N/A	Alg Δ Grade (%)	9.5				
Intersection Ramp # of #	8	22				
*Ramp Location (Use Figure Below)		09				
*Curb Ramp Type	Type 1					

		(segment)	(offset)
*North Leg	N 5th		
*North Leg Desc.	St		
*East Leg	Spring Garden	(segment)	(offset)
*East Leg Desc.	St	0081	2261
*South Leg	N 5th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Spring Garden	(segment)	(offset)
*West Leg Desc.	St	0080	2262
Ramp Coordinates	Latitude	39.96131	
	Longitude	-75.14644	









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				Yes		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-N5thSt-SpringGardenSt-N5thSt-SpringGardenSt-2023-07-13-9-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

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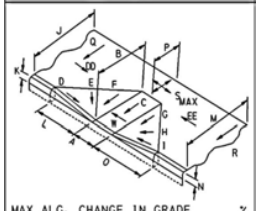
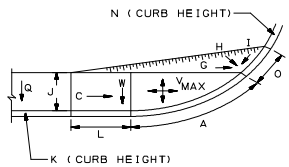
N. 5th Street and Spring Garden - Ramp 8 of 22

☐ TYPE 1



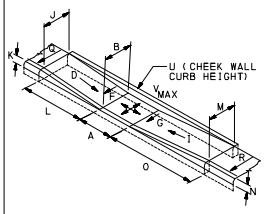
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



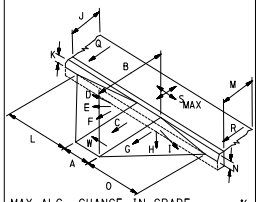
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



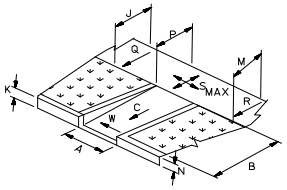
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



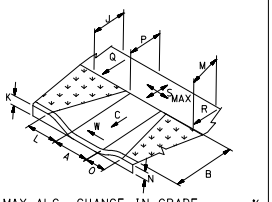
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



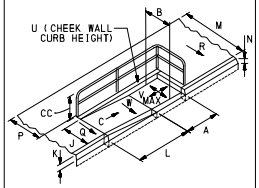
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



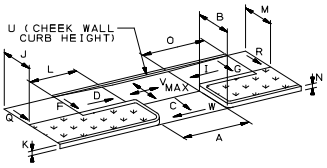
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



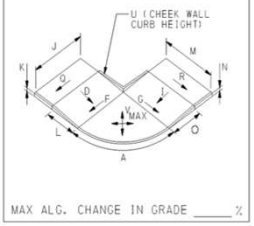
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



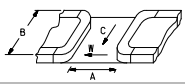
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

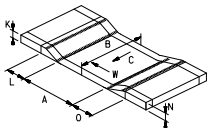
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	86	(IN)
*	C	7.80	(%)
*	D	9.00	(%)
	E	10.70	(%)
*	F	7.00	(%)
*	G	7.90	(%)
	H	9.50	(%)
*	I	7.50	(%)
*	J	204	(IN)
	K	2	(IN)
	L	28	(IN)
*	M	192	(IN)
	N	8	(IN)
	O	65	(IN)
*	P	60	(IN)
*	Q	1.50	(%)
*	R	1.90	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.50	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	113	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	5.00	(%)
*	EE	5.00	(%)

DWS Transition Strip	No
DWS Transition Strip Slope (FF)	(%)

Comments

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DEPARTMENT OF TRANSPORTATION

N. 5th Street and Spring Garden - Ramp 8 of 22

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

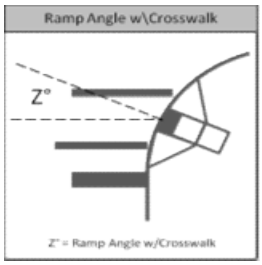
Insert Picture 3

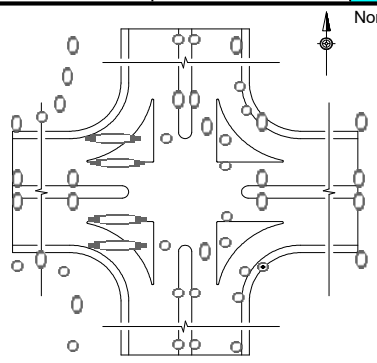
Insert Picture 6

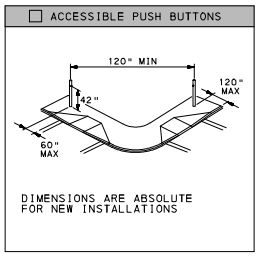
pennsylvania DEPARTMENT OF TRANSPORTATION

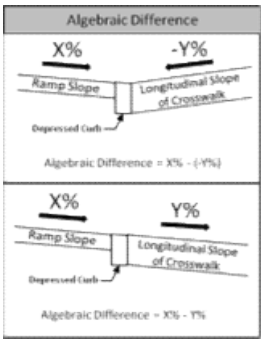
N. 5th Street and Spring Garden - Ramp 9 of 22

*Date of Design (yyyy mm dd)	2023	07	13			
Designer 1	Ronald Herazo					
Designer 2						
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	04.25.2023					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	Yes					
Elevation Differences > 1/4"	No		(X/16")			
Grate Openings or Gaps > 1/2"	No		(X/16")			
Utilities in Path of Travel	No					
Water Ponding in Path of Travel	No					
Detectable Warning Surface (DWS)	Yes					
DWS type	Poly Conc					
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Traffic Signal			
Longitudinal / Cross slope in Front of Ramp	0.40	%	0.40	%		
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	0	degrees		
Turning Maneuver at Top of Ramp (Smax)	No	Comments:				
ECMS #	N/A	Alg Δ Grade (%)	11.9			
Intersection Ramp # of #	9	22				
*Ramp Location (Use Figure Below)	12					
*Curb Ramp Type	Type 1					
*North Leg	N 5th	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	Spring Garden	(segment)	(offset)			
*East Leg Desc.	St	0081	2255			
*South Leg	N 5th	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	Spring Garden	(segment)	(offset)			
*West Leg Desc.	St	0080	2256			
Ramp Coordinates	Latitude	39.96106				
	Longitude	-75.14651				







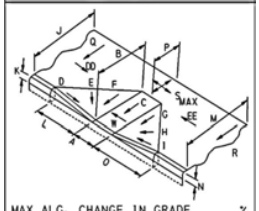


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	Yes					
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-N5thSt-SpringGardenSt-N5thSt-SpringGardenSt-2023-07-13-12-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania DEPARTMENT OF TRANSPORTATION

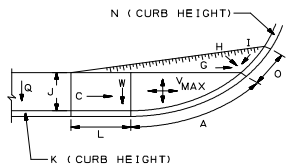
N. 5th Street and Spring Garden - Ramp 9 of 22

☐ TYPE 1



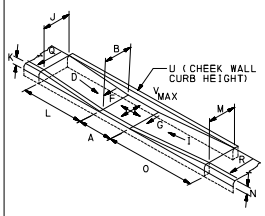
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



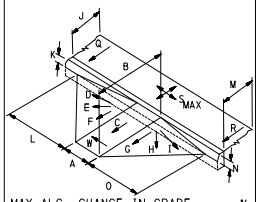
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



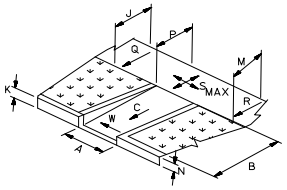
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



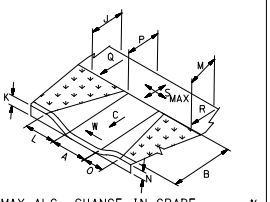
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



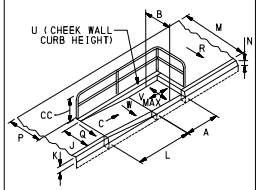
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



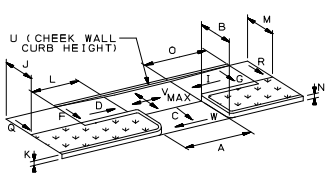
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



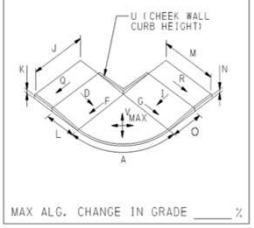
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



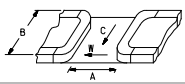
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

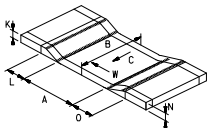
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	70	(IN)	
*	C	2.60	(%)	
*	D	3.00	(%)	
	E	2.60	(%)	
*	F	3.80	(%)	
*	G	2.00	(%)	
	H	2.30	(%)	
*	I	3.90	(%)	
*	J	192	(IN)	
	K	4	(IN)	
	L	67	(IN)	
*	M	132	(IN)	
	N	3	(IN)	
	O	44	(IN)	
*	P	48	(IN)	
*	Q	0.30	(%)	
*	R	0.20	(%)	
*	S	0.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.75	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar on this approach
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.20	(%)	
*	EE	0.20	(%)	
	DWS Transition Strip	No		
	DWS Transition Strip Slope (FF)		(%)	

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DEPARTMENT OF TRANSPORTATION

N. 5th Street and Spring Garden - Ramp 9 of 22

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

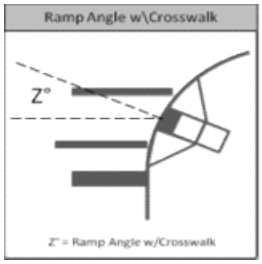
Insert Picture 6

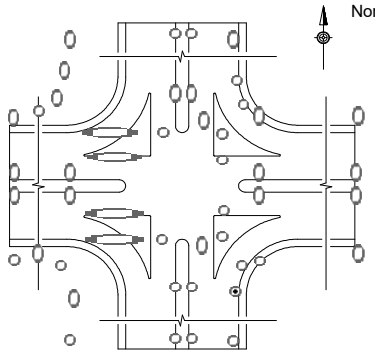
pennsylvania DEPARTMENT OF TRANSPORTATION

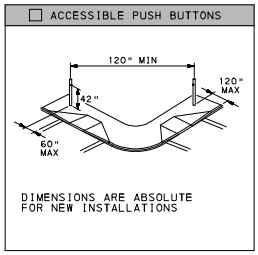
N. 5th Street and Spring Garden - Ramp 10 of 22

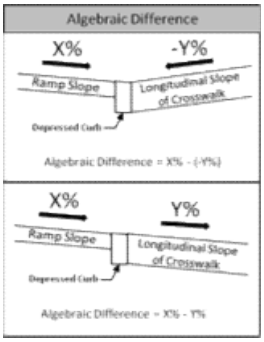
*Date of Design (yyyy mm dd)	2023	07	13			
Designer 1	Ronald Herazo					
Designer 2						
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	04.25.2023					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	Yes					
Elevation Differences > 1/4"	No		(X/16")			
Grate Openings or Gaps > 1/2"	No		(X/16")			
Utilities in Path of Travel	No					
Water Ponding in Path of Travel	No					
Detectable Warning Surface (DWS)	Yes					
DWS type	Poly Conc					
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	Yes	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	3.40	%	0.60	%		
Turning Maneuver in Street	No	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	No	Comments:				
ECMS # N/A	Alg Δ Grade (%)	9.0				
Intersection Ramp # of #	10	22				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					

		(segment)	(offset)
*North Leg	N 5th		
*North Leg Desc.	St		
*East Leg	Spring Garden	(segment)	(offset)
*East Leg Desc.	St	0081	2247
*South Leg	N 5th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Spring Garden	(segment)	(offset)
*West Leg Desc.	St	0080	2248
Ramp Coordinates	Latitude	39.96104	
	Longitude	-75.14654	







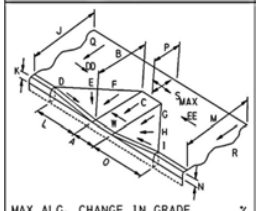


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				Yes		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-N5thSt-SpringGardenSt-N5thSt-SpringGardenSt-2023-07-13-14-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania DEPARTMENT OF TRANSPORTATION

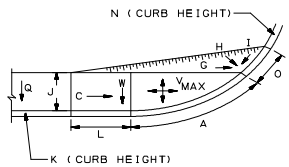
N. 5th Street and Spring Garden - Ramp 10 of 22

☐ TYPE 1



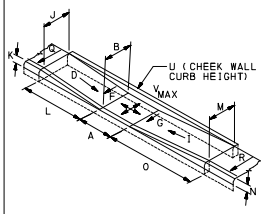
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



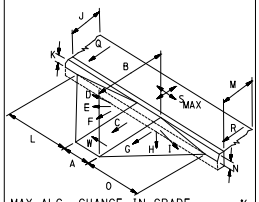
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



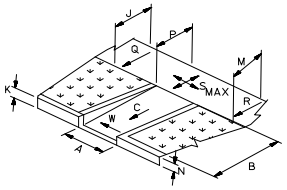
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



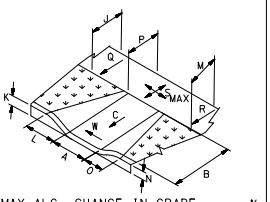
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



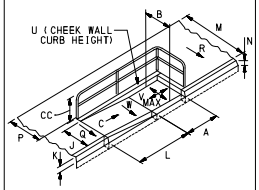
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



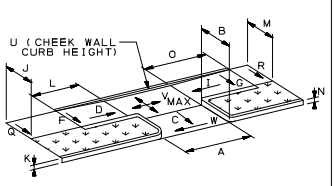
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



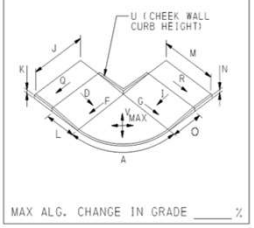
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



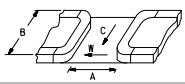
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

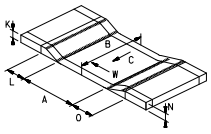
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	74	(IN)
*	C	2.30	(%)
*	D	3.70	(%)
	E	3.90	(%)
*	F	1.60	(%)
*	G	1.60	(%)
	H	2.70	(%)
*	I	3.00	(%)
*	J	192	(IN)
	K	3	(IN)
	L	43	(IN)
*	M	132	(IN)
	N	3	(IN)
	O	84	(IN)
*	P	48	(IN)
*	Q	0.20	(%)
*	R	0.30	(%)
*	S	0.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.40	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	126	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.20	(%)
*	EE	0.20	(%)
	DWS Transition Strip	No	
	DWS Transition Strip Slope (FF)		(%)

Comments

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DEPARTMENT OF TRANSPORTATION

N. 5th Street and Spring Garden - Ramp 10 of 22

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

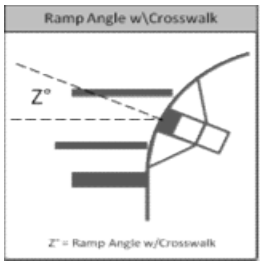
Insert Picture 6

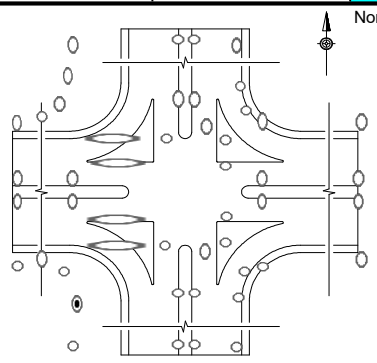
pennsylvania DEPARTMENT OF TRANSPORTATION

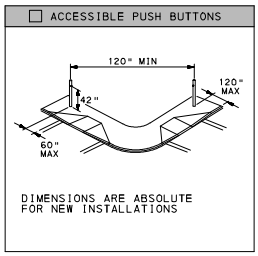
N. 5th Street and Spring Garden - Ramp 11 of 22

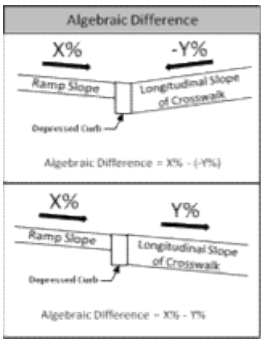
*Date of Design (yyyy mm dd)	2023	07	13			
Designer 1	Ronald Herazo					
Designer 2						
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	04.25.2023					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	Yes					
Elevation Differences > 1/4"	No		(X/16")			
Grate Openings or Gaps > 1/2"	No		(X/16")			
Utilities in Path of Travel	No					
Water Ponding in Path of Travel	No					
Detectable Warning Surface (DWS)	Yes					
DWS type	Poly Conc					
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	Yes	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	2.20	%	0.00	%		
Turning Maneuver in Street	No	Ramp Angle with Crosswalk		21	degrees	
Turning Maneuver at Top of Ramp (Smax)	No	Comments:				
ECMS # N/A	Alg Δ Grade (%)	8.5				
Intersection Ramp # of #	11	22				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 1					

		(segment)	(offset)
*North Leg	N 5th		
*North Leg Desc.	St		
*East Leg	Spring Garden	(segment)	(offset)
*East Leg Desc.	St	0081	2195
*South Leg	N 5th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Spring Garden	(segment)	(offset)
*West Leg Desc.	St	0080	2196
Ramp Coordinates	Latitude	39.96106	
	Longitude	-75.14673	









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				Yes		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-N5thSt-SpringGardenSt-N5thSt-SpringGardenSt-2023-07-13-17-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

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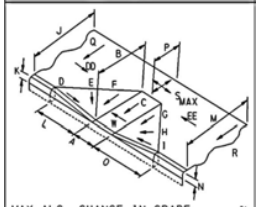
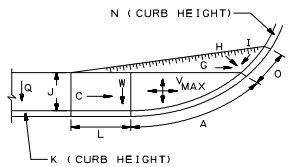
N. 5th Street and Spring Garden - Ramp 11 of 22

☐ TYPE 1



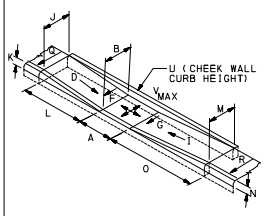
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



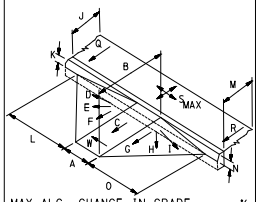
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



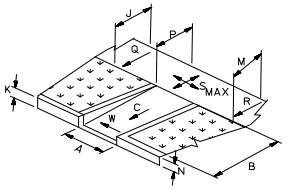
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



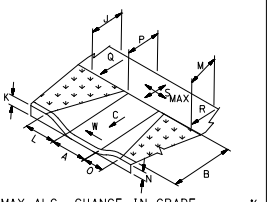
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



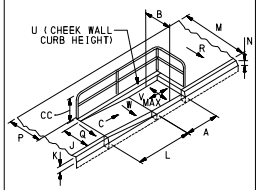
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



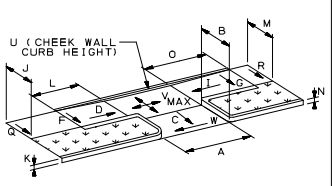
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



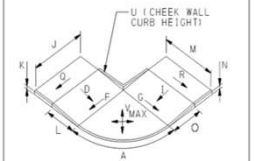
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



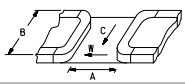
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

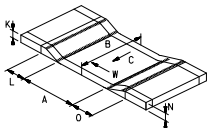
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	71	(IN)
*	C	3.90	(%)
*	D	4.80	(%)
	E	3.80	(%)
*	F	3.40	(%)
*	G	3.50	(%)
	H	3.40	(%)
*	I	3.40	(%)
*	J	132	(IN)
	K	3	(IN)
	L	25	(IN)
*	M	192	(IN)
	N	2	(IN)
	O	25	(IN)
*	P	48	(IN)
*	Q	1.80	(%)
*	R	2.00	(%)
*	S	1.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	113	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.70	(%)
*	EE	1.60	(%)

DWS Transition Strip	No	
DWS Transition Strip Slope (FF)		(%)

Comments

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N. 5th Street and Spring Garden - Ramp 11 of 22

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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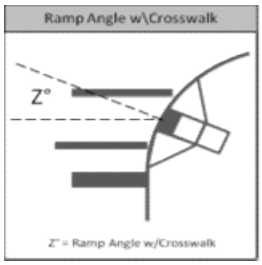
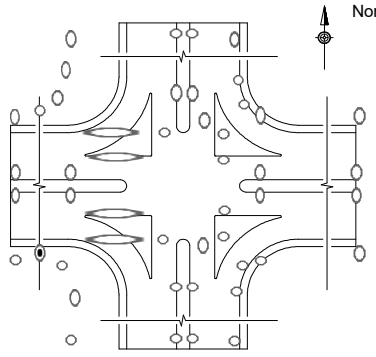
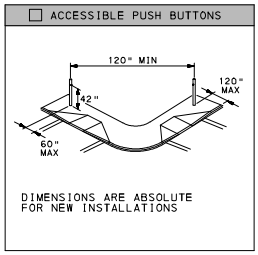
N. 5th Street and Spring Garden - Ramp 12 of 22

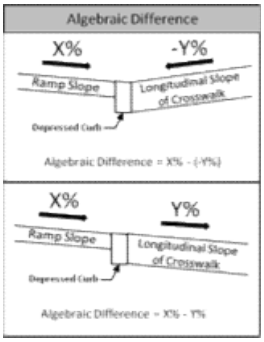
*Date of Design (yyyy mm dd)	2023	07	13			
Designer 1	Ronald Herazo					
Designer 2						
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	04.25.2023					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	Yes					
Elevation Differences > 1/4"	No		(X/16")			
Grate Openings or Gaps > 1/2"	No		(X/16")			
Utilities in Path of Travel	No					
Water Ponding in Path of Travel	No					
Detectable Warning Surface (DWS)	Yes					
DWS type	Poly Conc					
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	Yes	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	2.50	%	1.30	%		
Turning Maneuver in Street	No	Ramp Angle with Crosswalk		23	degrees	
Turning Maneuver at Top of Ramp (Smax)	No	Comments:				
ECMS #	N/A	Alg Δ Grade (%)	10.0			
Intersection Ramp # of #	12	22				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					

*North Leg	N 5th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Spring Garden	(segment)	(offset)
*East Leg Desc.	St	0081	2190
*South Leg	N 5th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Spring Garden	(segment)	(offset)
*West Leg Desc.	St	0080	2191
Ramp Coordinates	Latitude	39.96108	
	Longitude	-75.14676	









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				Yes
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N5thSt-SpringGardenSt-N5thSt-SpringGardenSt-2023-07-13-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)			

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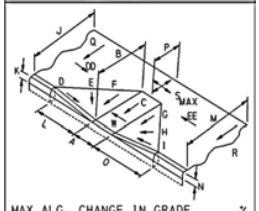
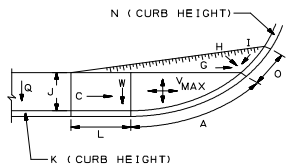
N. 5th Street and Spring Garden - Ramp 12 of 22

☐ TYPE 1



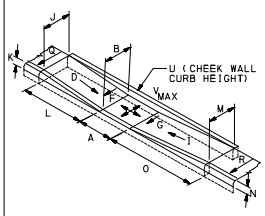
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



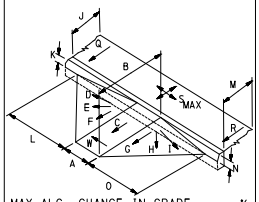
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



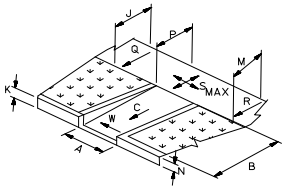
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



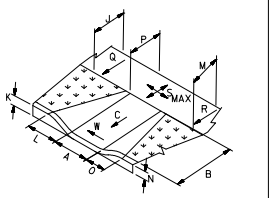
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



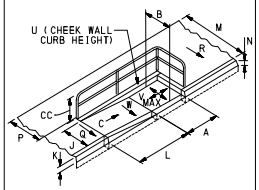
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



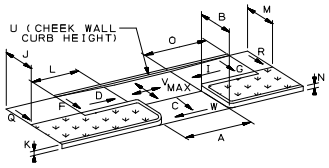
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



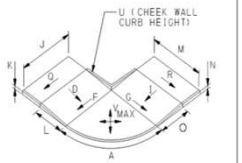
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



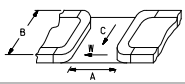
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

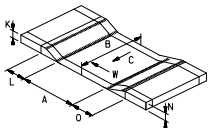
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	66	(IN)
*	C	3.70	(%)
*	D	3.20	(%)
	E	2.80	(%)
*	F	2.70	(%)
*	G	3.20	(%)
	H	6.60	(%)
*	I	13.60	(%)
*	J	132	(IN)
	K	2	(IN)
	L	28	(IN)
*	M	192	(IN)
	N	7	(IN)
	O	22	(IN)
*	P	48	(IN)
*	Q	3.90	(%)
*	R	0.16	(%)
*	S	1.86	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	136	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.60	(%)
*	EE	0.70	(%)
	DWS Transition Strip	No	
	DWS Transition Strip Slope (FF)		(%)

Comments

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N. 5th Street and Spring Garden - Ramp 12 of 22

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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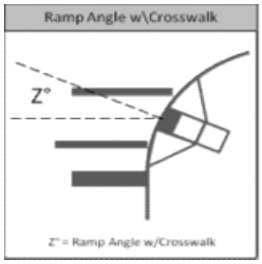
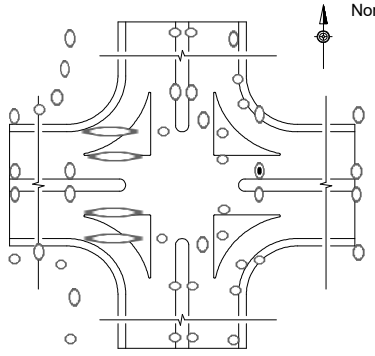
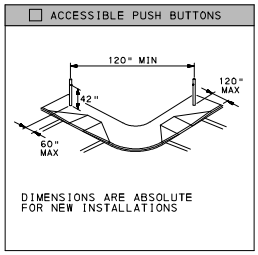
N. 6th Street and Spring Garden - Ramp 21 of 22

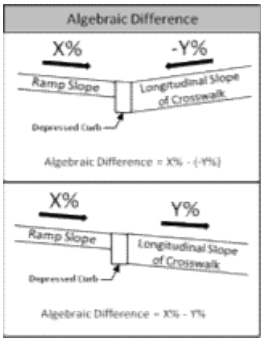
*Date of Design (yyyy mm dd)	2023	07	13			
Designer 1	Ronald Herazo					
Designer 2						
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	04.25.2023					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	Yes					
Elevation Differences > 1/4"	No		(X/16")			
Grate Openings or Gaps > 1/2"	No		(X/16")			
Utilities in Path of Travel	No					
Water Ponding in Path of Travel	No					
Detectable Warning Surface (DWS)	Yes					
DWS type	Poly Conc					
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Traffic Signal			
Longitudinal / Cross slope in Front of Ramp	0.50	%	1.00	%		
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	0	degrees		
Turning Maneuver at Top of Ramp (Smax)	No	Comments:				
ECMS # N/A	Alg Δ Grade (%)	3.9				
Intersection Ramp # of #	21	22				
*Ramp Location (Use Figure Below)	37					
*Curb Ramp Type	Median Type B					

*North Leg	N 5th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Spring Garden	(segment)	(offset)
*East Leg Desc.	St	0081	2261
*South Leg	N 5th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Spring Garden	(segment)	(offset)
*West Leg Desc.	St	0080	2262
Ramp Coordinates	Latitude	39.96119	
	Longitude	-75.14648	









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	Yes			
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N5thSt-SpringGardenSt-N5thSt-SpringGardenSt-2023-07-13-37-MedianTypeB			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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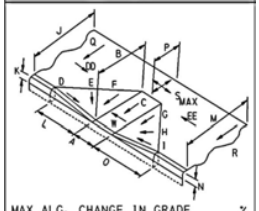
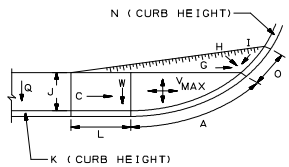
N. 6th Street and Spring Garden - Ramp 21 of 22

☐ TYPE 1



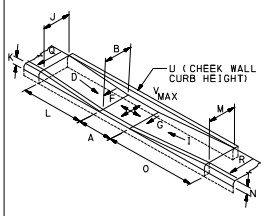
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



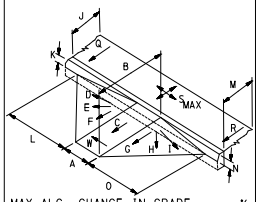
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



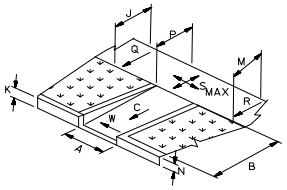
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



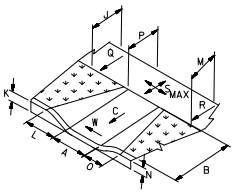
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



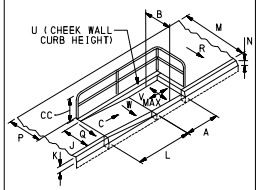
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



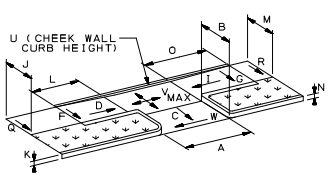
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



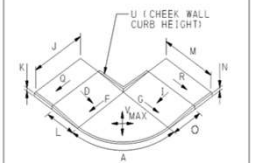
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



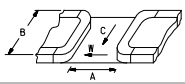
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

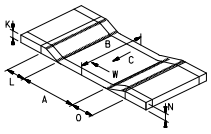
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	64	(IN)
*	B	168	(IN)
*	C	1.80	(%)
*	D		(%)
	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I		(%)
*	J		(IN)
	K	5	(IN)
	L	18	(IN)
*	M		(IN)
	N	2	(IN)
	O	12	(IN)
*	P		(IN)
*	Q		(%)
*	R		(%)
*	S	0.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	107	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD		(%)
*	EE		(%)

DWS Transition Strip	No
DWS Transition Strip Slope (FF)	(%)

Comments

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N. 6th Street and Spring Garden - Ramp 21 of 22

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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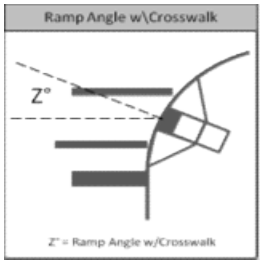
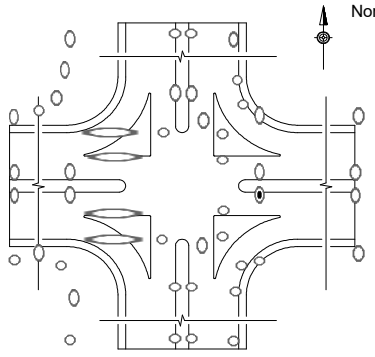
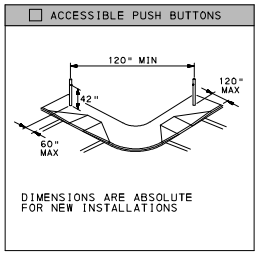
N. 6th Street and Spring Garden - Ramp 22 of 22

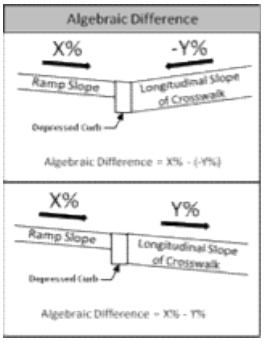
*Date of Design (yyyy mm dd)	2023	07	13		
Designer 1	Ronald Herazo				
Designer 2					
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	04.25.2023				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type	Poly Conc				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	Yes	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	1.80	%	1.50	%	
Turning Maneuver in Street	No	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	No	Comments:			
ECMS # N/A	Alg Δ Grade (%)	1.3			
Intersection Ramp # of #	22	22			
*Ramp Location (Use Figure Below)		38			
*Curb Ramp Type	Median Type B				

*North Leg	N 5th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Spring Garden	(segment)	(offset)
*East Leg Desc.	St	0081	2255
*South Leg	N 5th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Spring Garden	(segment)	(offset)
*West Leg Desc.	St	0080	2256
Ramp Coordinates	Latitude	39.96117	
	Longitude	-75.14648	









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				Yes
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N5thSt-SpringGardenSt-N5thSt-SpringGardenSt-2023-07-13-38-MedianTypeB			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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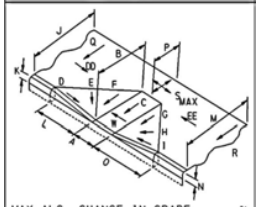
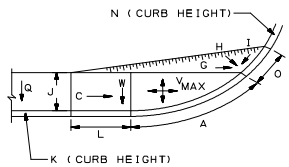
N. 6th Street and Spring Garden - Ramp 22 of 22

☐ TYPE 1



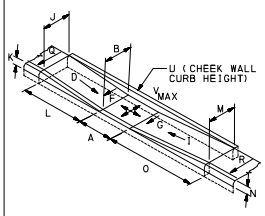
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



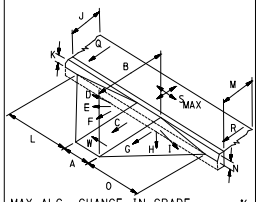
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



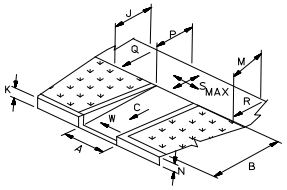
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



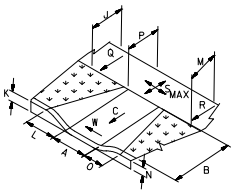
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



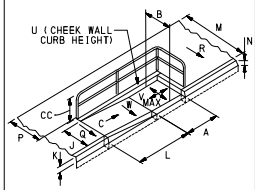
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



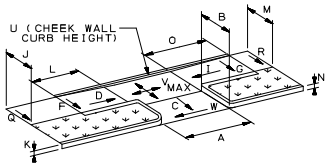
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



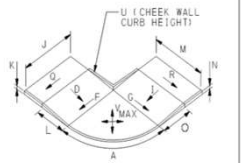
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



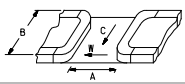
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

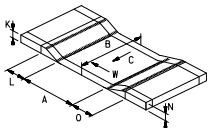
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	62	(IN)	
*	B	168	(IN)	
*	C	1.20	(%)	
*	D		(%)	
	E		(%)	
*	F		(%)	
*	G		(%)	
	H		(%)	
*	I		(%)	
*	J		(IN)	
	K	3	(IN)	
	L	17	(IN)	
*	M		(IN)	
	N	3	(IN)	
	O	17	(IN)	
*	P		(IN)	
*	Q		(%)	
*	R		(%)	
*	S	0.60	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.80	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar on this approach
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD		(%)	
*	EE		(%)	

DWS Transition Strip	No
DWS Transition Strip Slope (FF)	(%)

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N. 6th Street and Spring Garden - Ramp 22 of 22

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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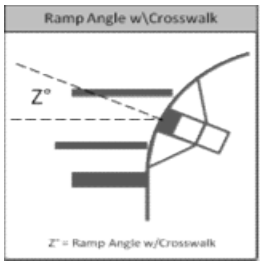
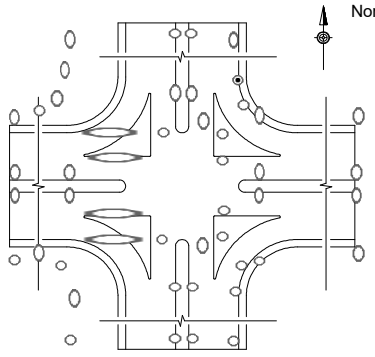
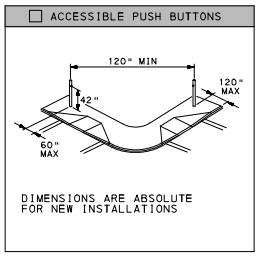
N. 6th Street and Spring Garden - Ramp 1 of 22

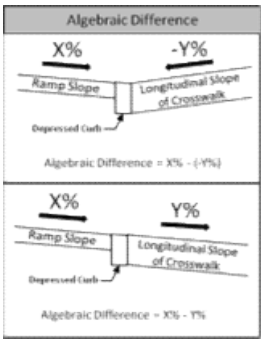
*Date of Design (yyyy mm dd)	2023	07	13			
Designer 1	Ronald Herazo					
Designer 2	Brett Owens					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	08.19.2022					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	Yes					
Elevation Differences > 1/4"	No		(X/16")			
Grate Openings or Gaps > 1/2"	No		(X/16")			
Utilities in Path of Travel	No					
Water Ponding in Path of Travel	No					
Detectable Warning Surface (DWS)	Yes					
DWS type	Poly Conc					
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	Yes	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	0.90	%	0.70	%		
Turning Maneuver in Street	No	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	No	Comments:				
ECMS # N/A	Alg Δ Grade (%)	6.4				
Intersection Ramp # of #	1	22				
*Ramp Location (Use Figure Below)		07				
*Curb Ramp Type	Type 1					

		(segment)	(offset)
*North Leg	N 6th		
*North Leg Desc.	St		
*East Leg	Spring Garden	(segment)	(offset)
*East Leg Desc.	St	0081	1787
*South Leg	N 6th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Spring Garden	(segment)	(offset)
*West Leg Desc.	St	0080	1788
Ramp Coordinates	Latitude	39.96150	
	Longitude	-75.14810	









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				Yes		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-N6thSt-SpringGardenSt-N6thSt-SpringGardenSt-2023-07-13-7-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

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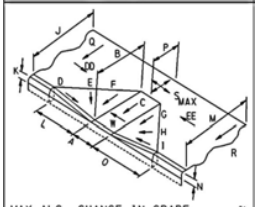
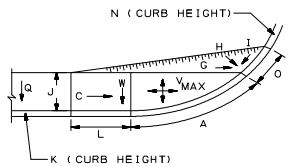
N. 6th Street and Spring Garden - Ramp 1 of 22

☐ TYPE 1



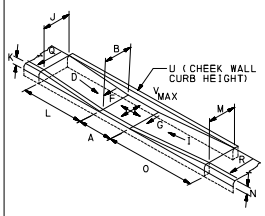
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



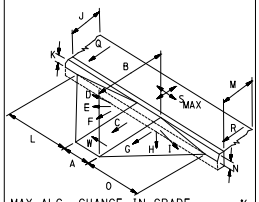
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



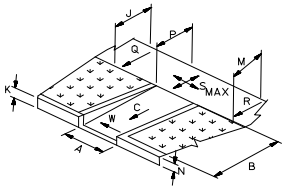
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



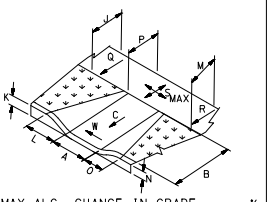
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



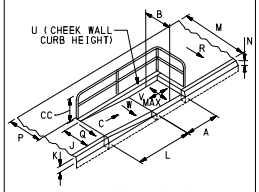
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



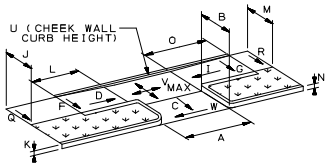
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



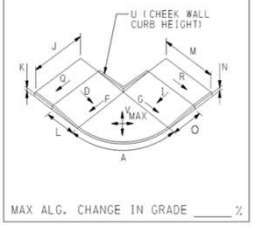
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



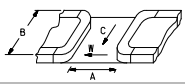
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

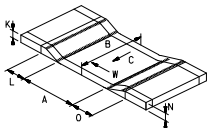
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	109	(IN)
*	C	5.50	(%)
*	D	6.90	(%)
	E	6.70	(%)
*	F	5.30	(%)
*	G	4.70	(%)
	H	7.50	(%)
*	I	7.20	(%)
*	J	132	(IN)
	K	6	(IN)
	L	92	(IN)
*	M	192	(IN)
	N	6	(IN)
	O	64	(IN)
*	P	48	(IN)
*	Q	0.70	(%)
*	R	1.50	(%)
*	S	1.10	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.70	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	144	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.60	(%)
*	EE	0.70	(%)
	DWS Transition Strip	No	
	DWS Transition Strip Slope (FF)		(%)

Comments

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N. 6th Street and Spring Garden - Ramp 1 of 22

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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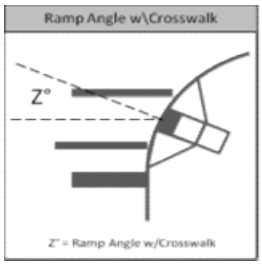
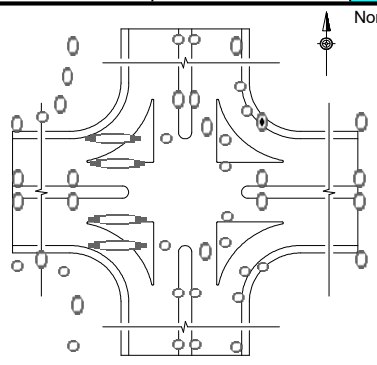
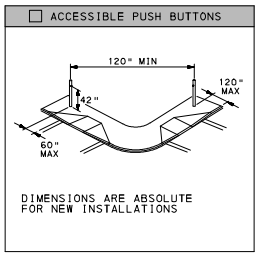
N. 6th Street and Spring Garden - Ramp 2 of 22

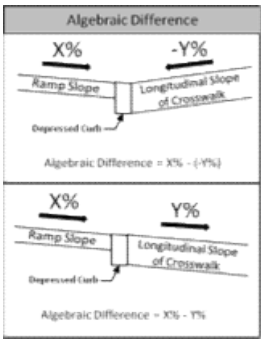
*Date of Design (yyyy mm dd)	2023	07	13			
Designer 1	Ronald Herazo					
Designer 2	Brett Owens					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	08.19.2022					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	Yes					
Elevation Differences > 1/4"	No		(X/16")			
Grate Openings or Gaps > 1/2"	No		(X/16")			
Utilities in Path of Travel	No					
Water Ponding in Path of Travel	No					
Detectable Warning Surface (DWS)	Yes					
DWS type	Poly Conc					
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Traffic Signal			
Longitudinal / Cross slope in Front of Ramp	1.70	%	0.80	%		
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	0	degrees		
Turning Maneuver at Top of Ramp (Smax)	No	Comments:				
ECMS #	N/A	Alg Δ Grade (%)	8.5			
Intersection Ramp # of #	2	22				
*Ramp Location (Use Figure Below)	09					
*Curb Ramp Type	Type 1					

*North Leg	N 6th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Spring Garden	(segment)	(offset)
*East Leg Desc.	St	0081	1791
*South Leg	N 6th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Spring Garden	(segment)	(offset)
*West Leg Desc.	St	0080	1792
Ramp Coordinates	Latitude	39.96149	
	Longitude	-75.14807	









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				Yes
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N6thSt-SpringGardenSt-N6thSt-SpringGardenSt-2022-08-19-9-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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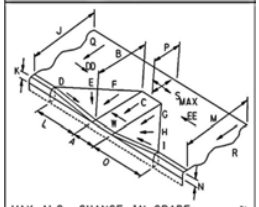
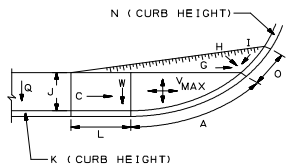
N. 6th Street and Spring Garden - Ramp 2 of 22

☐ TYPE 1



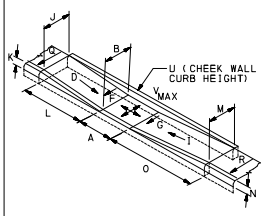
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



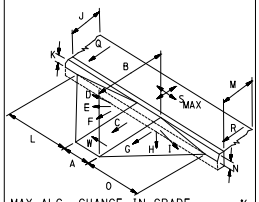
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



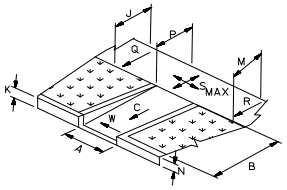
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



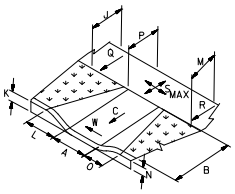
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



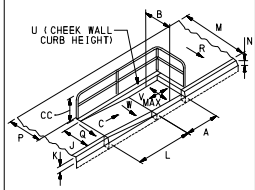
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



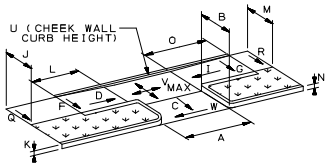
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



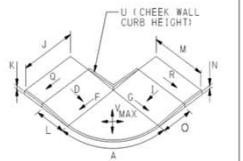
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



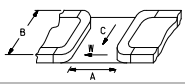
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

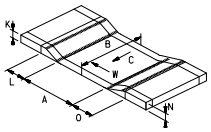
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	96	(IN)
*	C	6.80	(%)
*	D	7.70	(%)
	E	8.70	(%)
*	F	7.30	(%)
*	G	6.40	(%)
	H	9.50	(%)
*	I	8.20	(%)
*	J	132	(IN)
	K	6	(IN)
	L	100	(IN)
*	M	192	(IN)
	N	5	(IN)
	O	55	(IN)
*	P	48	(IN)
*	Q	0.70	(%)
*	R	1.50	(%)
*	S	1.10	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	142	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.60	(%)
*	EE	0.70	(%)

DWS Transition Strip	No
DWS Transition Strip Slope (FF)	(%)

Comments

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N. 6th Street and Spring Garden - Ramp 2 of 22

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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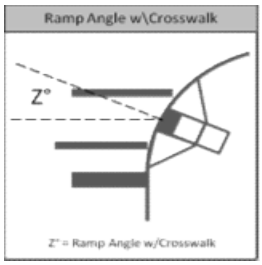
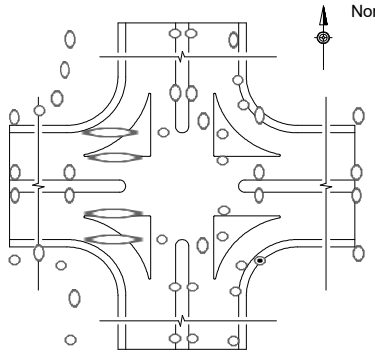
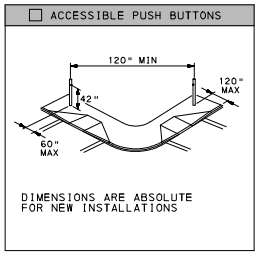
N. 6th Street and Spring Garden - Ramp 13 of 22

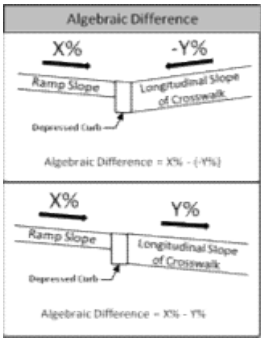
*Date of Design (yyyy mm dd)	2023	07	13			
Designer 1	Ronald Herazo					
Designer 2	Brett Owens					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	8/19/2022					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	Yes					
Elevation Differences > 1/4"	No		(X/16")			
Grate Openings or Gaps > 1/2"	No		(X/16")			
Utilities in Path of Travel	No					
Water Ponding in Path of Travel	No					
Detectable Warning Surface (DWS)	Yes					
DWS type	Poly Conc					
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	Yes	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	2.70	%	1.00	%		
Turning Maneuver in Street	No	Ramp Angle with Crosswalk		40	degrees	
Turning Maneuver at Top of Ramp (Smax)	No	Comments:	Due to the existing utilities and to maintain a maximum 2 foot width in the triangular landing area the ramps are design to the most extent feasible to aligned with the existing crosswalk.			
ECMS # N/A	Alg Δ Grade (%)	10.1				
Intersection Ramp # of #	13	22				
*Ramp Location (Use Figure Below)		12				
*Curb Ramp Type	Type 1					

		(segment)	(offset)
*North Leg	N 6th		
*North Leg Desc.	St		
*East Leg	Spring Garden	(segment)	(offset)
*East Leg Desc.	St	0081	1201
*South Leg	N 6th		
*South Leg Desc.	St		
*West Leg	Spring Garden	(segment)	(offset)
*West Leg Desc.	St	0080	1202
Ramp Coordinates	Latitude	39.96122	
	Longitude	-75.14811	









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			Yes
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-N6thSt-SpringGardenSt-N6thSt-SpringGardenSt-2023-07-13-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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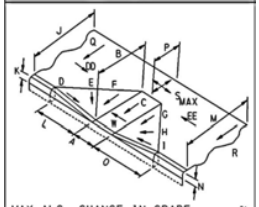
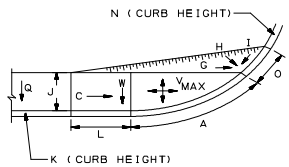
N. 6th Street and Spring Garden - Ramp 13 of 22

☐ TYPE 1



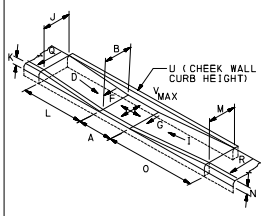
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



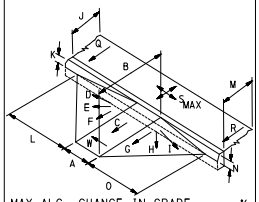
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



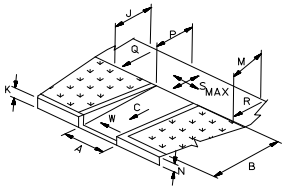
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



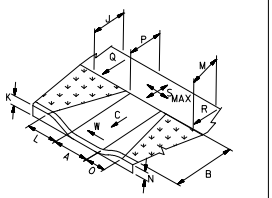
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



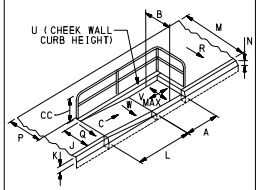
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



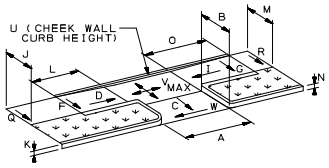
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



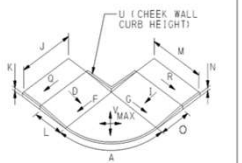
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



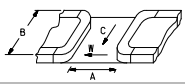
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

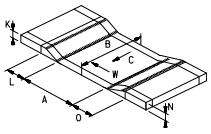
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	74	(IN)	
*	C	7.40	(%)	
*	D	4.00	(%)	
	E	4.50	(%)	
*	F	7.60	(%)	
*	G	6.10	(%)	
	H	8.70	(%)	
*	I	8.10	(%)	
*	J	192	(IN)	
	K	4	(IN)	
	L	81	(IN)	
*	M	132	(IN)	
	N	2	(IN)	
	O	28	(IN)	
*	P	48	(IN)	
*	Q	1.40	(%)	
*	R	1.60	(%)	
*	S	1.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stop bar this direction
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.10	(%)	
*	EE	0.40	(%)	
	DWS Transition Strip	No		
	DWS Transition Strip Slope (FF)		(%)	

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N. 6th Street and Spring Garden - Ramp 13 of 22

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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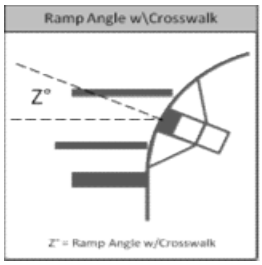
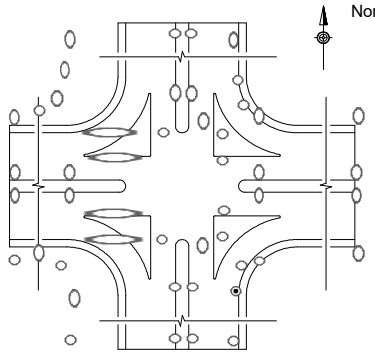
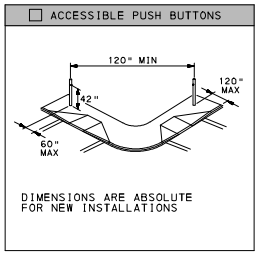
N. 6th Street and Spring Garden - Ramp 14 of 22

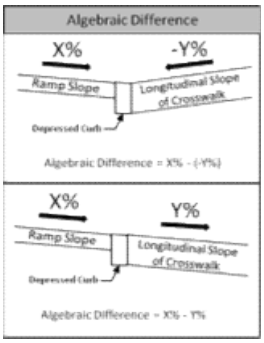
*Date of Design (yyyy mm dd)	2023	07	13			
Designer 1	Ronald Herazo					
Designer 2	Brett Owens					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	08.19.2022					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	Yes					
Elevation Differences > 1/4"	No		(X/16")			
Grate Openings or Gaps > 1/2"	No		(X/16")			
Utilities in Path of Travel	No					
Water Ponding in Path of Travel	No					
Detectable Warning Surface (DWS)	Yes					
DWS type	Poly Conc					
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	Yes	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	2.40	%	1.10	%		
Turning Maneuver in Street	No	Ramp Angle with Crosswalk		17	degrees	
Turning Maneuver at Top of Ramp (Smax)	No	Comments:				
ECMS # N/A	Alg Δ Grade (%)	9.0				
Intersection Ramp # of #	14	22				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					

		(segment)	(offset)
*North Leg	N 6th		
*North Leg Desc.	St		
*East Leg	Spring Garden	(segment)	(offset)
*East Leg Desc.	St	0081	1195
*South Leg	N 6th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Spring Garden	(segment)	(offset)
*West Leg Desc.	St	0080	1196
Ramp Coordinates	Latitude	39.96121	
	Longitude	-75.14813	









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				Yes		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-N6thSt-SpringGardenSt-N6thSt-SpringGardenSt-2023-07-13-14-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

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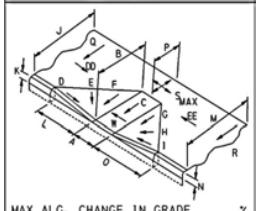
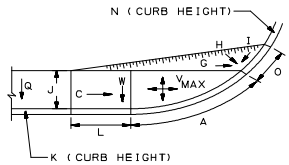
N. 6th Street and Spring Garden - Ramp 14 of 22

☐ TYPE 1



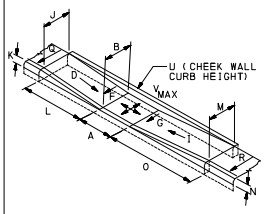
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



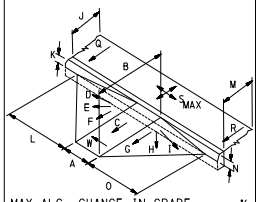
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



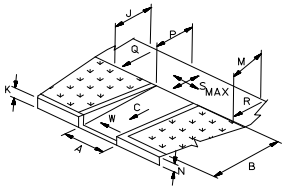
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



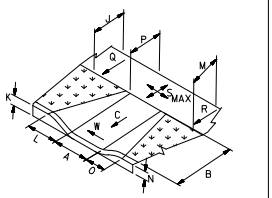
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



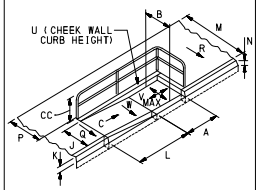
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



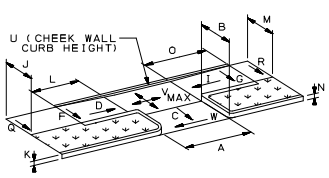
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



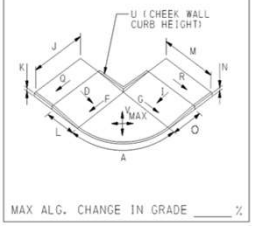
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



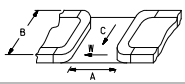
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

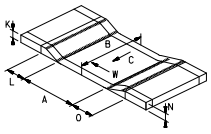
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	70	(IN)	
*	C	6.60	(%)	
*	D	6.80	(%)	
	E	6.80	(%)	
*	F	5.30	(%)	
*	G	6.80	(%)	
	H	5.20	(%)	
*	I	5.30	(%)	
*	J	192	(IN)	
	K	2	(IN)	
	L	24	(IN)	
*	M	132	(IN)	
	N	3	(IN)	
	O	42	(IN)	
*	P	48	(IN)	
*	Q	1.40	(%)	
*	R	1.60	(%)	
*	S	1.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stop bar on this approach
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.10	(%)	
*	EE	0.40	(%)	
	DWS Transition Strip	No		
	DWS Transition Strip Slope (FF)		(%)	

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N. 6th Street and Spring Garden - Ramp 14 of 22

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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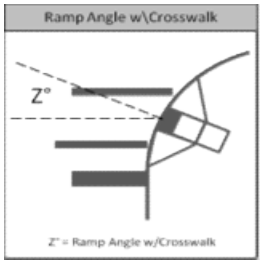
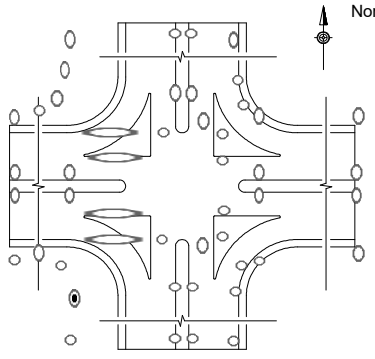
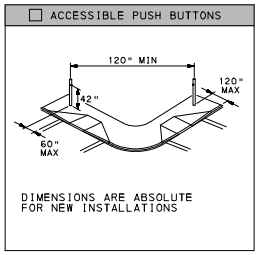
N. 6th Street and Spring Garden - Ramp 15 of 22

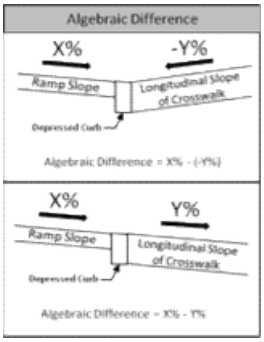
*Date of Design (yyyy mm dd)	2023	07	13			
Designer 1	Ronald Herazo					
Designer 2	Brett Owens					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	08.19.2022					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	Yes					
Elevation Differences > 1/4"	No		(X/16")			
Grate Openings or Gaps > 1/2"	No		(X/16")			
Utilities in Path of Travel	No					
Water Ponding in Path of Travel	No					
Detectable Warning Surface (DWS)	Yes					
DWS type	Poly Conc					
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	Yes	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	1.70	%	1.10	%		
Turning Maneuver in Street	No	Ramp Angle with Crosswalk		1	degrees	
Turning Maneuver at Top of Ramp (Smax)	No	Comments:				
ECMS # N/A	Alg Δ Grade (%)	9.7				
Intersection Ramp # of #	15	22				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 1					

		(segment)	(offset)
*North Leg	N 6th		
*North Leg Desc.	St		
*East Leg	Spring Garden	(segment)	(offset)
*East Leg Desc.	St	0081	1142
*South Leg	N 6th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Spring Garden	(segment)	(offset)
*West Leg Desc.	St	0080	1143
Ramp Coordinates	Latitude	39.96123	
	Longitude	-75.14833	









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				Yes		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-N6thSt-SpringGardenSt-N6thSt-SpringGardenSt-2023-07-13-17-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

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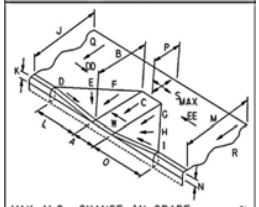
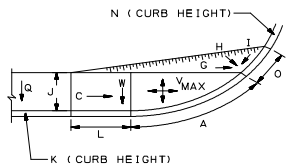
N. 6th Street and Spring Garden - Ramp 15 of 22

☐ TYPE 1



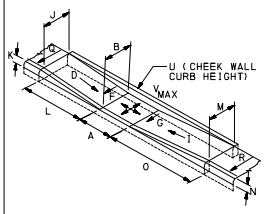
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



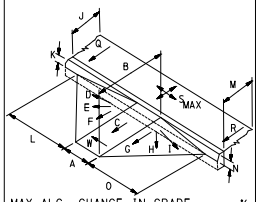
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



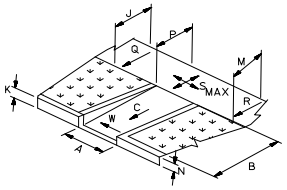
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



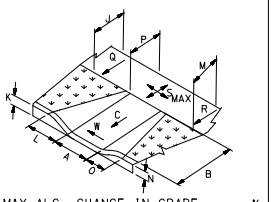
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



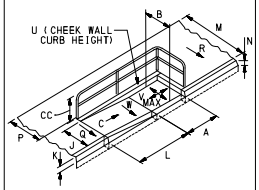
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



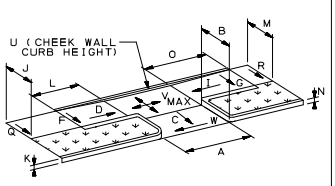
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



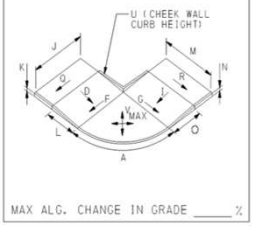
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



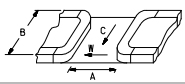
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

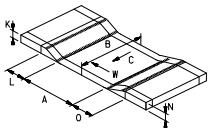
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	90	(IN)	
*	C	8.00	(%)	
*	D	5.60	(%)	
	E	4.40	(%)	
*	F	7.50	(%)	
*	G	6.20	(%)	
	H	8.40	(%)	
*	I	8.20	(%)	
*	J	120	(IN)	
	K	3	(IN)	
	L	41	(IN)	
*	M	180	(IN)	
	N	2	(IN)	
	O	53	(IN)	
*	P	48	(IN)	
*	Q	3.80	(%)	
*	R	6.40	(%)	
*	S	1.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	216	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stop bar on this approach
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.40	(%)	
*	EE	5.00	(%)	

DWS Transition Strip	No	
DWS Transition Strip Slope (FF)		(%)

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N. 6th Street and Spring Garden - Ramp 15 of 22

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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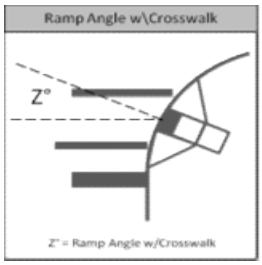
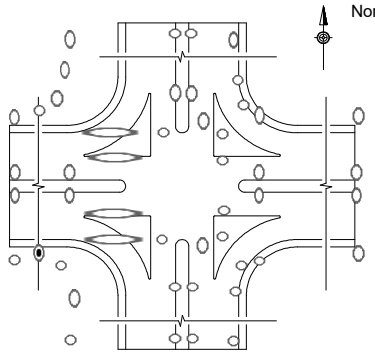
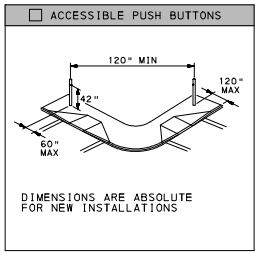
N. 6th Street and Spring Garden - Ramp 16 of 22

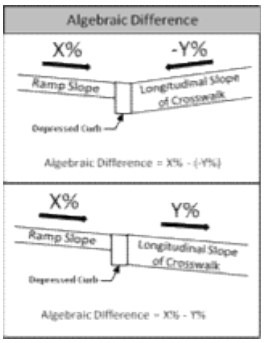
*Date of Design (yyyy mm dd)	2023	07	13			
Designer 1	Ronald Herazo					
Designer 2	Brett Owens					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	08.19.2022					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	Yes					
Elevation Differences > 1/4"	No		(X/16")			
Grate Openings or Gaps > 1/2"	No		(X/16")			
Utilities in Path of Travel	No					
Water Ponding in Path of Travel	No					
Detectable Warning Surface (DWS)	Yes					
DWS type	Poly Conc					
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	Yes	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	3.30	%	1.60	%		
Turning Maneuver in Street	No	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	No	Comments:				
ECMS # N/A	Alg Δ Grade (%)	9.3				
Intersection Ramp # of #	16	22				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					

		(segment)	(offset)
*North Leg	N 6th		
*North Leg Desc.	St		
*East Leg	Spring Garden	(segment)	(offset)
*East Leg Desc.	St	0081	1134
*South Leg	N 6th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Spring Garden	(segment)	(offset)
*West Leg Desc.	St	0080	1135
Ramp Coordinates	Latitude	39.96124	
	Longitude	-75.14835	









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				Yes		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-N6thSt-SpringGardenSt-N6thSt-SpringGardenSt-2023-07-13-19-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)					

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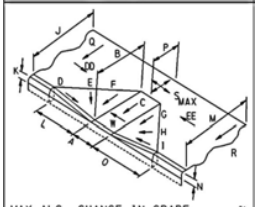
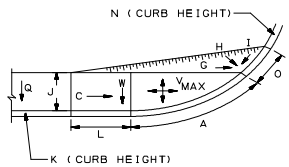
N. 6th Street and Spring Garden - Ramp 16 of 22

☐ TYPE 1



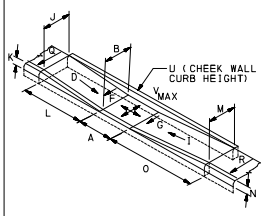
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



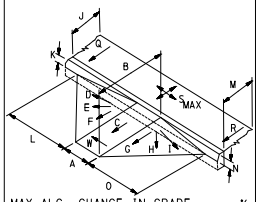
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



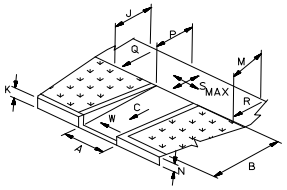
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



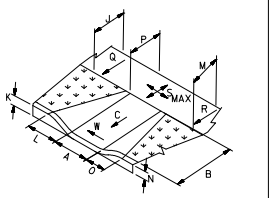
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



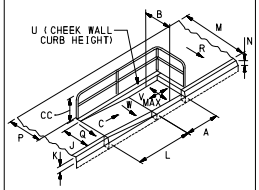
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



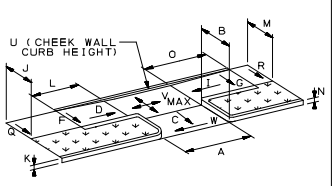
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



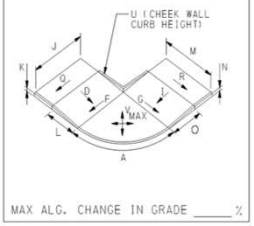
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



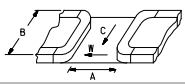
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

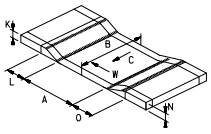
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	75	(IN)	
*	C	6.00	(%)	
*	D	3.80	(%)	
	E	3.20	(%)	
*	F	3.70	(%)	
*	G	5.50	(%)	
	H	17.30	(%)	Steep slope
*	I	39.50	(%)	Steep slope
*	J	120	(IN)	
	K	2	(IN)	
	L	37	(IN)	
*	M	180	(IN)	
	N	6	(IN)	
	O	15	(IN)	
*	P	48	(IN)	
*	Q	3.80	(%)	
*	R	6.40	(%)	
*	S	1.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	108	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.40	(%)	
*	EE	5.00	(%)	

	DWS Transition Strip	No
	DWS Transition Strip Slope (FF)	(%)

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N. 6th Street and Spring Garden - Ramp 16 of 22

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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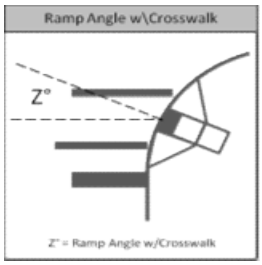
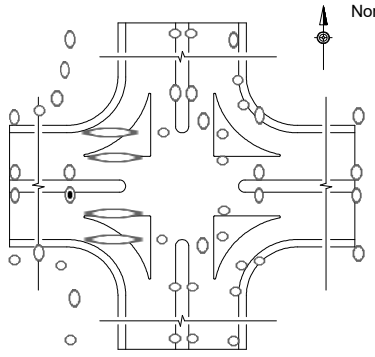
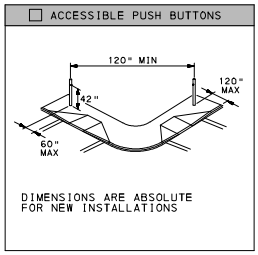
N. 6th Street and Spring Garden - Ramp 19 of 22

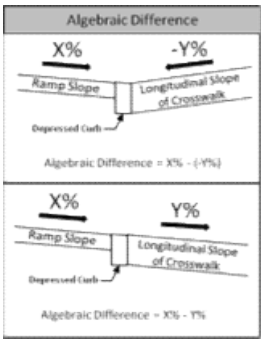
*Date of Design (yyyy mm dd)	2023	07	13			
Designer 1	Ronald Herazo					
Designer 2	Brett Owens					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	08.22.2022					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	Yes					
Elevation Differences > 1/4"	No		(X/16")			
Grate Openings or Gaps > 1/2"	No		(X/16")			
Utilities in Path of Travel	No					
Water Ponding in Path of Travel	No					
Detectable Warning Surface (DWS)	Yes					
DWS type	Poly Conc					
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	Yes	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	2.80	%	0.70	%		
Turning Maneuver in Street	No	Ramp Angle with Crosswalk		2	degrees	
Turning Maneuver at Top of Ramp (Smax)	No	Comments:				
ECMS # N/A	Alg Δ Grade (%)	0.9				
Intersection Ramp # of #	19	22				
*Ramp Location (Use Figure Below)		33				
*Curb Ramp Type	Median Type B					

*North Leg	N 6th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Spring Garden	(segment)	(offset)
*East Leg Desc.	St	0081	1134
*South Leg	N 6th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Spring Garden	(segment)	(offset)
*West Leg Desc.	St	0080	1135
Ramp Coordinates	Latitude	39.96136	
	Longitude	-75.14832	









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				Yes		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-N6thSt-SpringGardenSt-N6thSt-SpringGardenSt-2023-07-13-33-MedianTypeB					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

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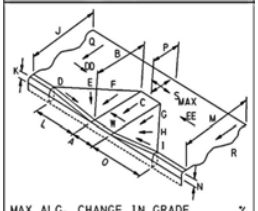
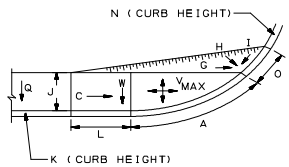
N. 6th Street and Spring Garden - Ramp 19 of 22

☐ TYPE 1



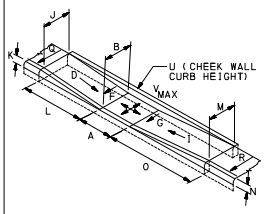
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



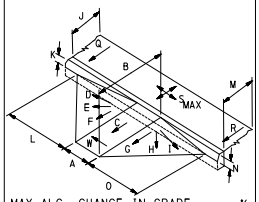
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



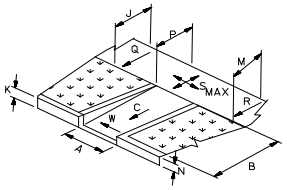
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



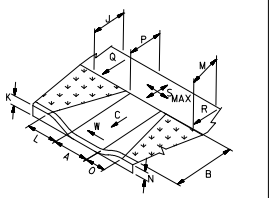
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



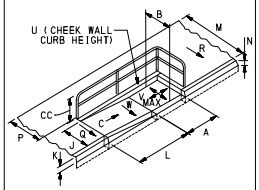
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



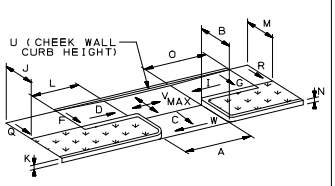
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



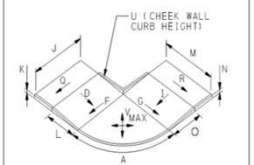
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



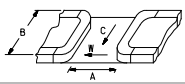
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

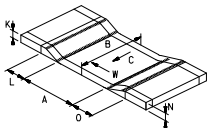
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	60	(IN)	
*	B	168	(IN)	
*	C	1.90	(%)	
*	D		(%)	
	E		(%)	
*	F		(%)	
*	G		(%)	
	H		(%)	
*	I		(%)	
*	J		(IN)	
	K	4	(IN)	
	L	12	(IN)	
*	M		(IN)	
	N	4	(IN)	
	O	12	(IN)	
*	P		(IN)	
*	Q		(%)	
*	R		(%)	
*	S		(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	109	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD		(%)	
*	EE		(%)	
	DWS Transition Strip	No		
	DWS Transition Strip Slope (FF)		(%)	

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N. 6th Street and Spring Garden - Ramp 19 of 22

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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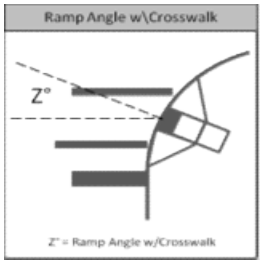
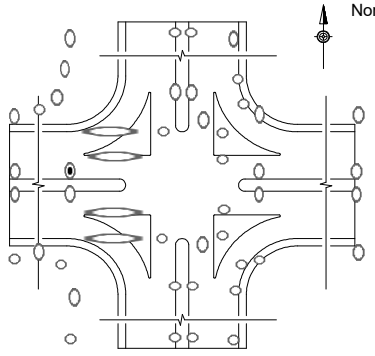
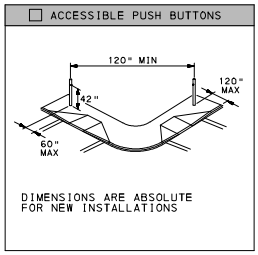
N. 6th Street and Spring Garden - Ramp 20 of 22

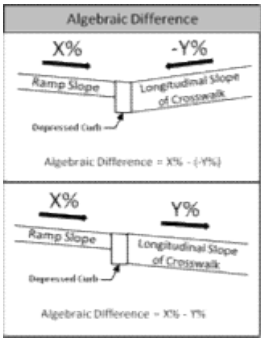
*Date of Design (yyyy mm dd)	2023	07	13			
Designer 1	Ronald Herazo					
Designer 2	Brett Owens					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	08.22.2022					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	Yes					
Elevation Differences > 1/4"	No		(X/16")			
Grate Openings or Gaps > 1/2"	No		(X/16")			
Utilities in Path of Travel	No					
Water Ponding in Path of Travel	No					
Detectable Warning Surface (DWS)	Yes					
DWS type	Poly Conc					
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	Yes	Crossing Control Type	Traffic Signal			
Longitudinal / Cross slope in Front of Ramp	1.20	%	0.80	%		
Turning Maneuver in Street	No	Ramp Angle with Crosswalk	0	degrees		
Turning Maneuver at Top of Ramp (Smax)	No	Comments:				
ECMS # N/A	Alg Δ Grade (%)	3.1				
Intersection Ramp # of #	20	22				
*Ramp Location (Use Figure Below)	34					
*Curb Ramp Type	Median Type B					

*North Leg	N 6th	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	Spring Garden	(segment)	(offset)
*East Leg Desc.	St	0081	1134
*South Leg	N 6th	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	Spring Garden	(segment)	(offset)
*West Leg Desc.	St	0080	1135
Ramp Coordinates	Latitude	39.96138	
	Longitude	-75.14833	









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	Yes					
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-N6thSt-SpringGardenSt-N6thSt-SpringGardenSt-2023-07-13-34-MedianTypeB					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

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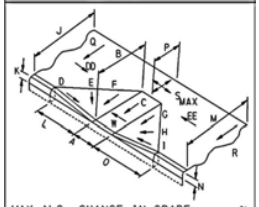
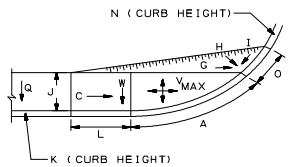
N. 6th Street and Spring Garden - Ramp 20 of 22

☐ TYPE 1



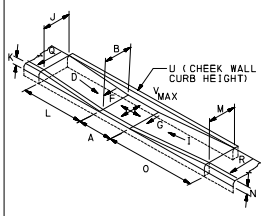
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



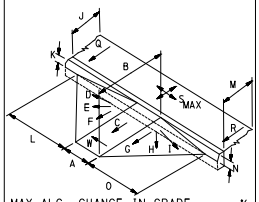
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



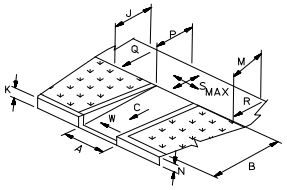
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



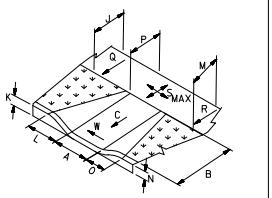
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



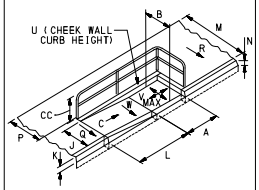
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



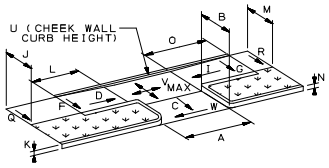
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



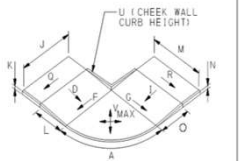
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



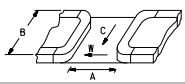
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

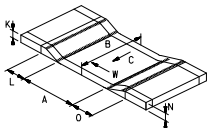
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	60	(IN)	
*	B	168	(IN)	
*	C	1.90	(%)	
*	D		(%)	
	E		(%)	
*	F		(%)	
*	G		(%)	
	H		(%)	
*	I		(%)	
*	J		(IN)	
	K	4	(IN)	
	L	12	(IN)	
*	M		(IN)	
	N	4	(IN)	
	O	12	(IN)	
*	P		(IN)	
*	Q		(%)	
*	R		(%)	
*	S		(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar on this approach
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD		(%)	
*	EE		(%)	

DWS Transition Strip	No
DWS Transition Strip Slope (FF)	(%)

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N. 6th Street and Spring Garden - Ramp 20 of 22

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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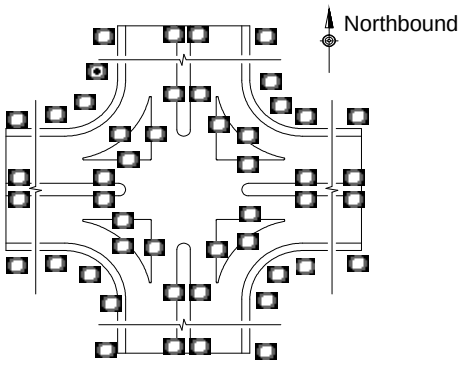
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	08	11	
Field Investigators 1		Trevor McMahon			
Field Investigators 2		Bob Mroz			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		State Route			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		4.39	%		
Cross Slope in Front of Ramp (Road Profile)		1.30	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	999	Alg Δ Grade	3.6	%	
Intersection Ramp # of #		1	1		
*Ramp Location (Use Figure Below)			04		
*Curb Ramp Type	Type 1				
*North Leg	N 19th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	W LEHIGH	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	N 19th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	W LEHIGH	(segment)	(offset)		
*West Leg Desc.	St				



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-N19thSt-WLEHIGHSt-N19thSt-WLEHIGHSt-2023-08-11-4-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

CS-4401 (6-17)

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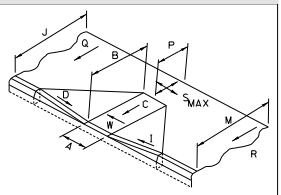
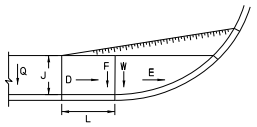
See the last tab of this workbook for instructions

TYPE 1



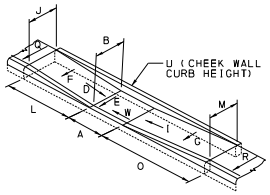
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



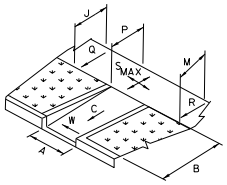
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



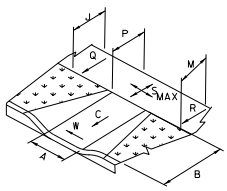
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



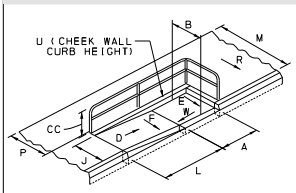
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



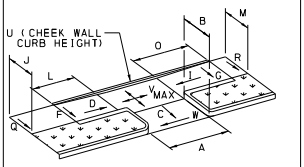
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



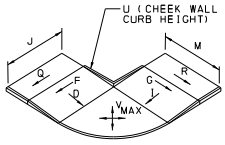
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



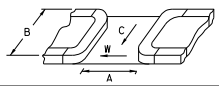
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

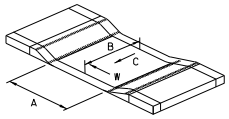


MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN



☐ TYPE B MEDIAN

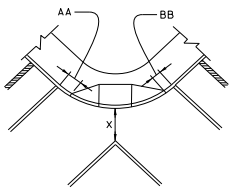


NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

	"0.00" inches or %		
*	A	48	(IN)
*	B	81	(IN)
*	C	7.95	(%)
*	D	4.39	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	8.19	(%)
*	J	152	(IN)
	K		(IN)
	L		(IN)
*	M	131	(IN)
	N		(IN)
	O		(IN)
*	P	50	(IN)
*	Q	1.19	(%)
*	R	1.11	(%)
*	S	1.64	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.76	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

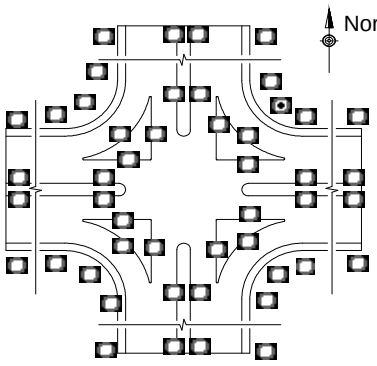
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	08	11		
Field Investigators 1	Trevor McMahon				
Field Investigators 2	Bob Mroz				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	Yes				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	2.30	%			
Cross Slope in Front of Ramp (Road Profile)	0.69	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 999	Alg Δ Grade	10.2	%		
Intersection Ramp # of #	1	1			
*Ramp Location (Use Figure Below)		08			
*Curb Ramp Type	Type 1				
*North Leg	N GARNET	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	W SEDGLEY	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	N GARNET	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	W SEDGLEY	(segment)	(offset)		
*West Leg Desc.	Ave				



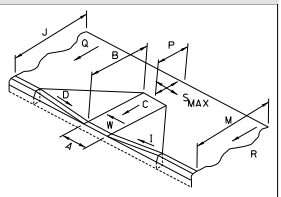
Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-NGARNETSt-WSEDGLEYAve-NGARNETSt-WSEDGLEYAve-2023-08-11-8-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

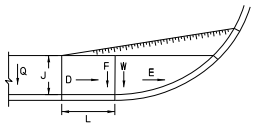
See the last tab of this workbook for instructions

TYPE 1



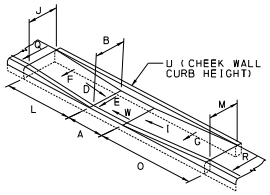
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



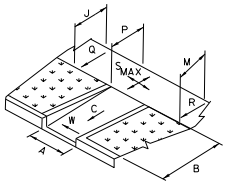
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



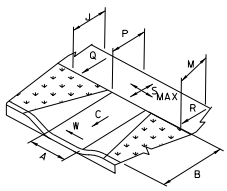
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



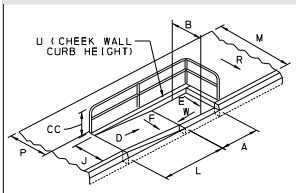
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



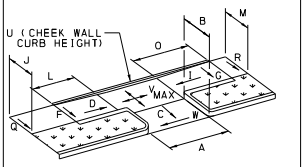
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



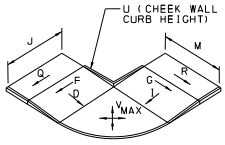
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



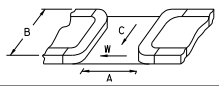
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

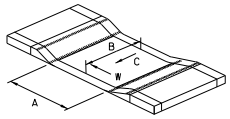


MAX ALG. CHANGE IN GRADE _____ %

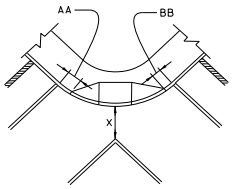
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

		"0.00" inches or %	
*	A	48	(IN)
*	B	55	(IN)
*	C	7.92	(%)
*	D	7.74	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	0.29	(%)
*	J	95	(IN)
	K		(IN)
	L		(IN)
*	M	148	(IN)
	N		(IN)
	O		(IN)
*	P	49	(IN)
*	Q	0.11	(%)
*	R	6.39	(%)
*	S	1.26	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.15	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

C-06-101-60000-NGARNETSt-WSEDGLEYAve-NGARNETSt-WSEDGLEYAve-2023-08-11-8-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

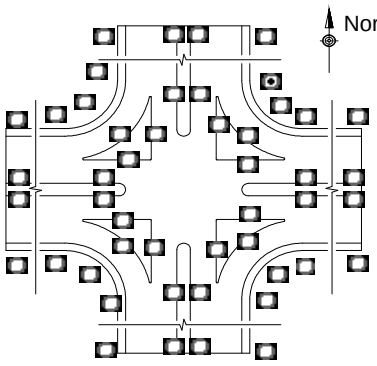
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	08	11	
Field Investigators 1		Trevor McMahon			
Field Investigators 2		Bob Mroz			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		State Route			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		4.55	%		
Cross Slope in Front of Ramp (Road Profile)		1.57	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	999	Alg Δ Grade	11.5	%	
Intersection Ramp # of #		1	1		
*Ramp Location (Use Figure Below)			07		
*Curb Ramp Type	Type 1				
*North Leg	N 19th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	W SEDGLEY	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	N 19th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	W SEDGLEY	(segment)	(offset)		
*West Leg Desc.	Ave				

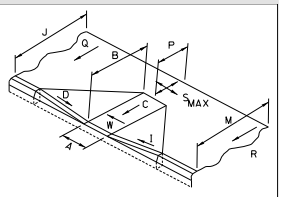


Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-N19thSt-WSEDGLEYAve-N19thSt-WSEDGLEYAve-2023-08-11-7-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

pennsylvania
DEPARTMENT OF TRANSPORTATION

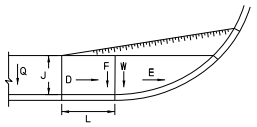
See the last tab of this workbook for instructions

TYPE 1



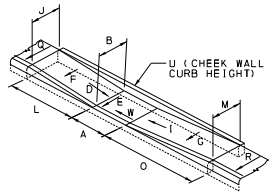
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



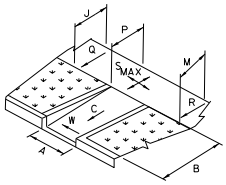
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



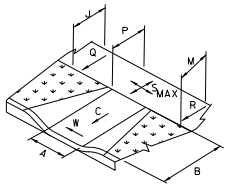
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



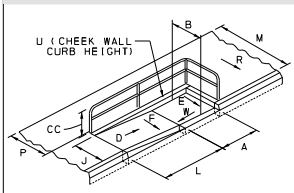
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



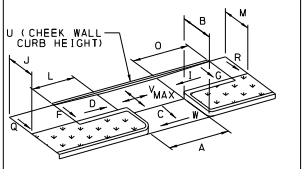
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



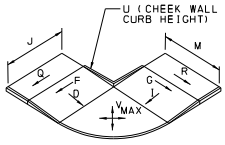
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



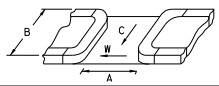
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

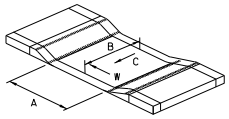


MAX ALG. CHANGE IN GRADE _____ %

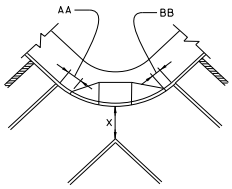
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	92	(IN)
*	C	6.90	(%)
*	D	7.66	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	3.91	(%)
*	J	136	(IN)
	K		(IN)
	L		(IN)
*	M	152	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	0.48	(%)
*	R	3.32	(%)
*	S	1.56	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.17	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

C-06-101-60000-N19thSt-WSEDGLEYAve-N19thSt-WSEDGLEYAve-2023-08-11-7-Type1

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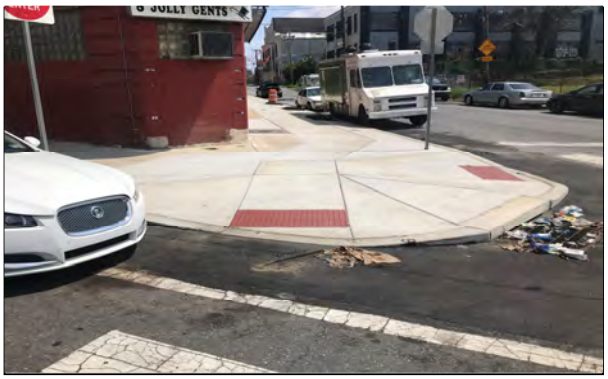
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

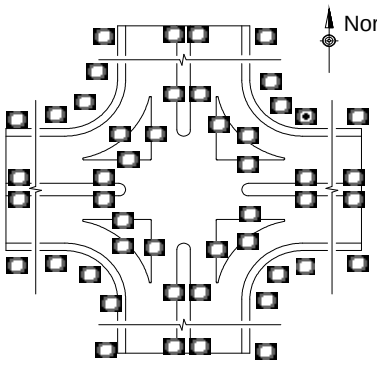
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	08	11	
Field Investigators 1		Trevor McMahon			
Field Investigators 2		Bob Mroz			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		State Route			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		1.34	%		
Cross Slope in Front of Ramp (Road Profile)		0.51	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	999	Alg Δ Grade	8.6	%	
Intersection Ramp # of #		2	2		
*Ramp Location (Use Figure Below)			09		
*Curb Ramp Type	Type 1				
*North Leg	N 19th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	W SEDGLEY	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	N 19th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	W SEDGLEY	(segment)	(offset)		
*West Leg Desc.	Ave				

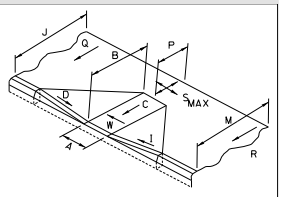


Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-N19thSt-WSEDGLEYAve-N19thSt-WSEDGLEYAve-2023-08-11-9-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

pennsylvania
DEPARTMENT OF TRANSPORTATION

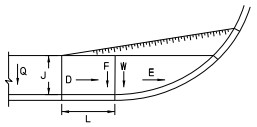
See the last tab of this workbook for instructions

TYPE 1



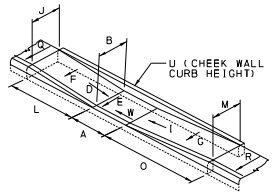
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



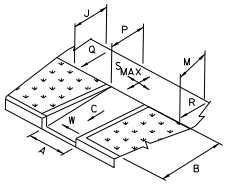
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



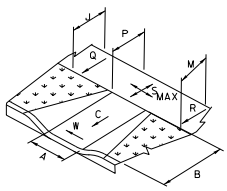
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



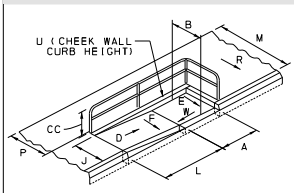
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



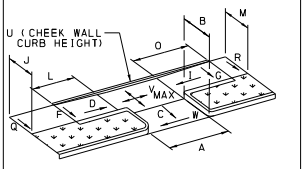
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



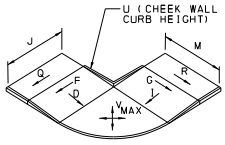
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



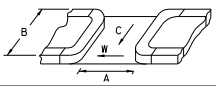
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

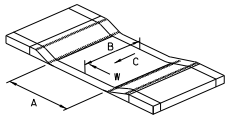


MAX ALG. CHANGE IN GRADE _____ %

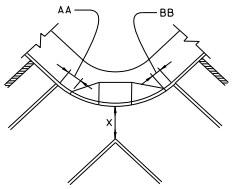
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	105	(IN)
*	C	7.24	(%)
*	D	6.84	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	7.76	(%)
*	J	136	(IN)
	K		(IN)
	L		(IN)
*	M	152	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	0.48	(%)
*	R	3.32	(%)
*	S	1.56	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

C-06-101-60000-N19thSt-WSEDGLEYAve-N19thSt-WSEDGLEYAve-2023-08-11-9-Type1

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

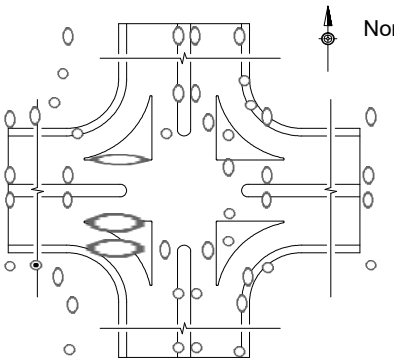
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	08	29	
Field Investigators 1		Trevor McMahon			
Field Investigators 2		Bob Mroz			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		State Route			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		1.10	%		
Cross Slope in Front of Ramp (Road Profile)		0.92	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	1	Alg Δ Grade	9.2	%	
Intersection Ramp # of #		1	1		
*Ramp Location (Use Figure Below)			19		
*Curb Ramp Type	Type 1				
*North Leg	SLEDGLEY	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg		(segment)	(offset)		
*East Leg Desc.					
*South Leg		(segment)	(offset)		
*South Leg Desc.	☐SR ☐St ☐Other				
*West Leg	NORTH 19TH	(segment)	(offset)		
*West Leg Desc.	St				



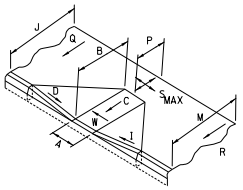
Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-SLEDGLEYAve-NORTH19THSt-2023-08-29-19-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

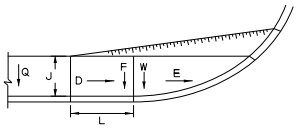
See the last tab of this workbook for instructions

TYPE 1



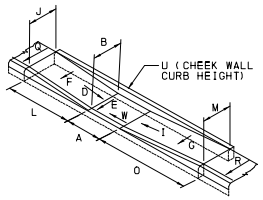
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



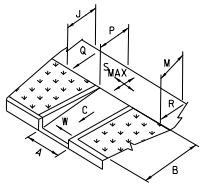
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



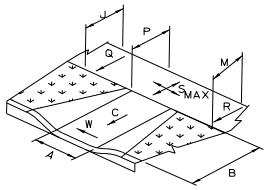
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



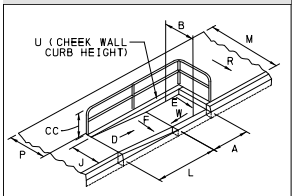
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



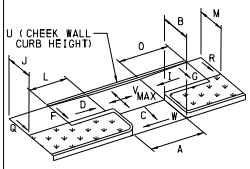
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



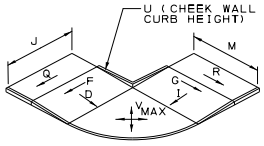
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



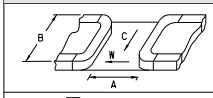
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

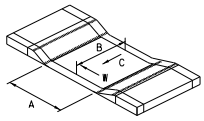


MAX ALG. CHANGE IN GRADE _____ %

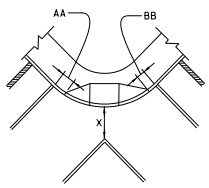
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	52	(IN)
*	B	49	(IN)
*	C	6.06	(%)
*	D	7.77	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	5.96	(%)
*	J	98	(IN)
	K		(IN)
	L		(IN)
*	M	99	(IN)
	N		(IN)
	O		(IN)
*	P	61	(IN)
*	Q	1.05	(%)
*	R	0.73	(%)
*	S	1.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.92	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

C-06-101-60000-SLEDGLEYAve-NORTH19THSt-2023-08-29-19-Type1

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

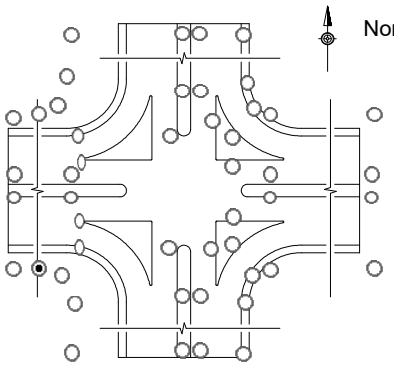
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	08	29	
Field Investigators 1		Trevor McMahon			
Field Investigators 2		Bob Mroz			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		State Route			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		0.73	%		
Cross Slope in Front of Ramp (Road Profile)		0.93	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	1	Alg Δ Grade	13.5	%	
Intersection Ramp # of #		1	2		
*Ramp Location (Use Figure Below)			19		
*Curb Ramp Type	Type 1				
*North Leg	W CAMBRIA	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg		(segment)	(offset)		
*East Leg Desc.					
*South Leg		(segment)	(offset)		
*South Leg Desc.	☐SR ☐St ☐Other				
*West Leg	NORTH 20TH	(segment)	(offset)		
*West Leg Desc.	St				



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-WCAMBRIASt-NORTH20THSt-2023-08-29-19-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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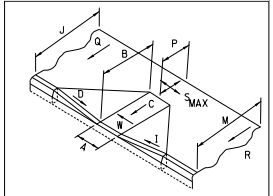
DEPARTMENT OF TRANSPORTATION

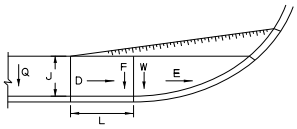
See the last tab of this workbook for instructions

TYPE 1



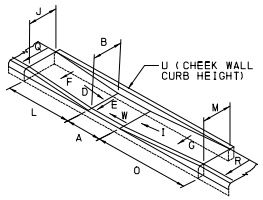
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



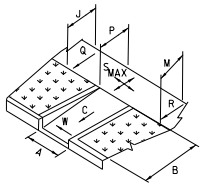
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



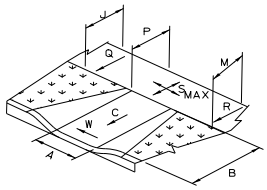
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



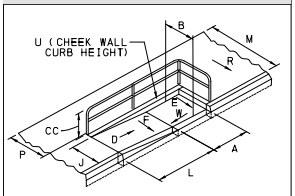
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



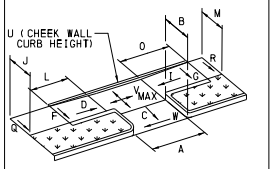
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



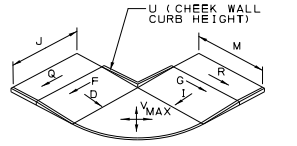
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



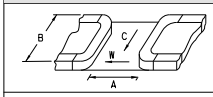
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

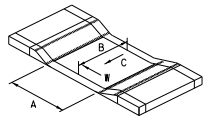


MAX ALG. CHANGE IN GRADE _____ %

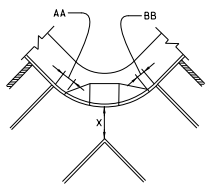
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	49	(IN)
*	B	87	(IN)
*	C	7.36	(%)
*	D	6.13	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	4.58	(%)
*	J	133	(IN)
	K		(IN)
	L		(IN)
*	M	130	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.48	(%)
*	R	5.66	(%)
*	S	1.15	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.73	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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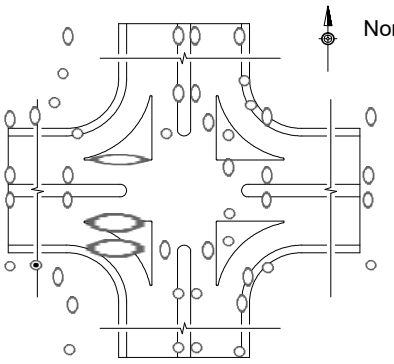
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	08	29	
Field Investigators 1		Trevor McMahon			
Field Investigators 2		Bob Mroz			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		State Route			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		1.22	%		
Cross Slope in Front of Ramp (Road Profile)		2.00	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	1	Alg Δ Grade	13.6	%	
Intersection Ramp # of #		2	2		
*Ramp Location (Use Figure Below)			19		
*Curb Ramp Type	Type 1				
*North Leg	W CAMBRIA	(segment)	(offset)		
*North Leg Desc.	ST				
*East Leg		(segment)	(offset)		
*East Leg Desc.					
*South Leg		(segment)	(offset)		
*South Leg Desc.	☐SR ☐St ☐Other				
*West Leg	NORTH 20TH	(segment)	(offset)		
*West Leg Desc.	St				



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-WCAMBRIAST-NORTH20THSt-2023-08-29-19-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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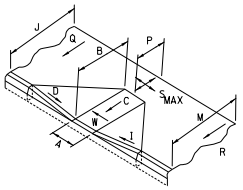
DEPARTMENT OF TRANSPORTATION

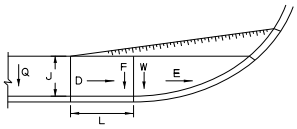
See the last tab of this workbook for instructions

TYPE 1



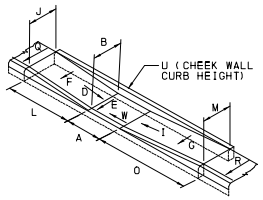
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



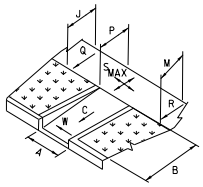
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



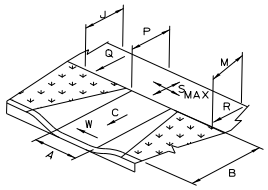
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



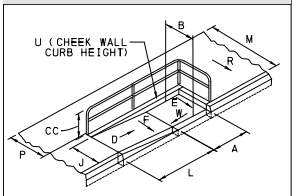
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



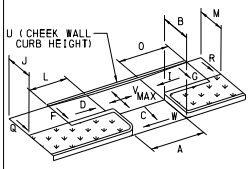
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



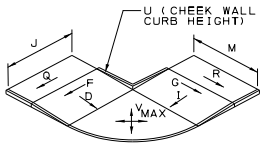
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



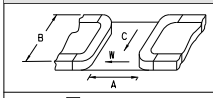
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

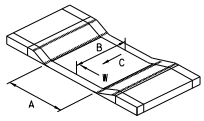


MAX ALG. CHANGE IN GRADE _____ %

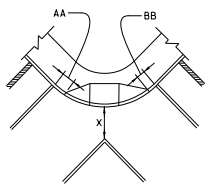
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	88	(IN)
*	C	7.51	(%)
*	D	8.86	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	8.65	(%)
*	J	130	(IN)
	K		(IN)
	L		(IN)
*	M	135	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	5.25	(%)
*	R	3.17	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.22	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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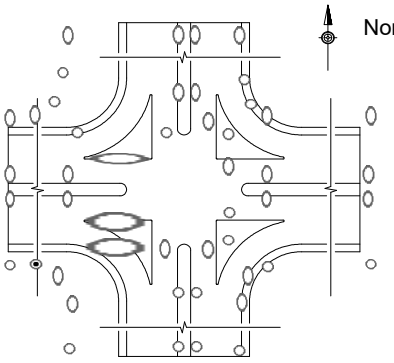
DEPARTMENT OF TRANSPORTATION

N. 22ND & W. CLEARFIELD STREET (RAMP 1)

*Date of Investigation (yyyy mm dd)	2023	08	29	
Field Investigators 1	Trevor McMahon			
Field Investigators 2	Bob Mroz			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	State Route			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.86	%		
Cross Slope in Front of Ramp (Road Profile)	0.92	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #	1	Alg Δ Grade	3.7	%
Intersection Ramp # of #		1	1	
*Ramp Location (Use Figure Below)			19	
*Curb Ramp Type	Type 1			
*North Leg	WEST CLEARFIELD	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	NORTH 22ND	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg		(segment)	(offset)	
*South Leg Desc.	☐SR ☐St ☐Other			
*West Leg		(segment)	(offset)	
*West Leg Desc.				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-WESTCLEARFIELDSt-NORTH22NDSt-2023-08-29-19-Type1
* Status	Current
Level of Service	Meets RC-67M

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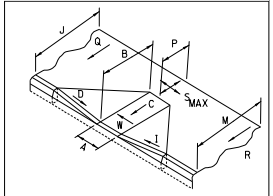
DEPARTMENT OF TRANSPORTATION

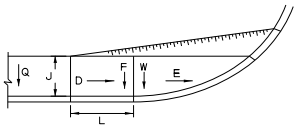
N. 22ND & W. CLEARFIELD STREET (RAMP 1)

TYPE 1



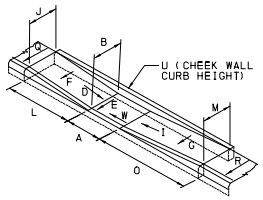
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



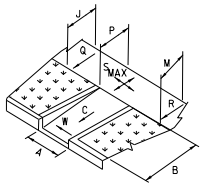
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



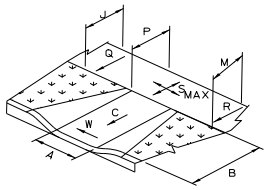
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



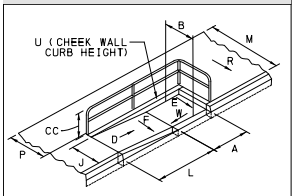
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



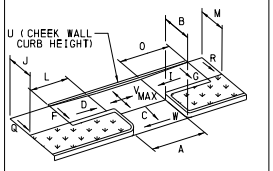
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



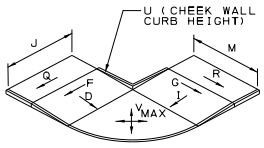
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



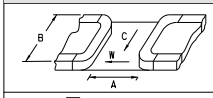
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

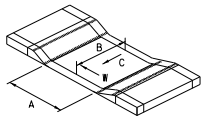


MAX ALG. CHANGE IN GRADE _____ %

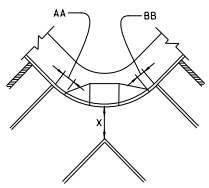
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	24	(IN)
*	C	1.86	(%)
*	D	6.27	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.16	(%)
*	J	125	(IN)
	K		(IN)
	L		(IN)
*	M	155	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	2.29	(%)
*	R	0.72	(%)
*	S	1.01	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.47	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

N. 22ND & W. CLEARFIELD STREET (RAMP 1)

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

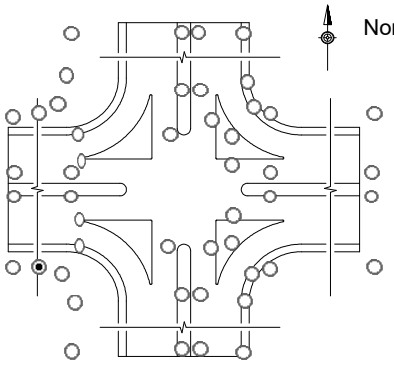
CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

W. TORONTO & N. 22ND STREET (RAMP 4)

*Date of Investigation (yyyy mm dd)	2023	08	29	
Field Investigators 1	Trevor McMahon			
Field Investigators 2	Bob Mroz			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	State Route			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	3.73	%		
Cross Slope in Front of Ramp (Road Profile)	0.78	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #	1	Alg Δ Grade	8.9	%
Intersection Ramp # of #		1	2	
*Ramp Location (Use Figure Below)			04	
*Curb Ramp Type	Type 1			
*North Leg	WEST TORONTO	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	NORTH 22ND	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg		(segment)	(offset)	
*South Leg Desc.	☐SR ☐St ☐Other			
*West Leg		(segment)	(offset)	
*West Leg Desc.	☐SR ☐St ☐Other			



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-WESTTORONTOSt-NORTH22NDSt-2023-08-29-4-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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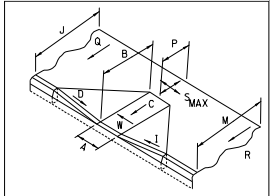
DEPARTMENT OF TRANSPORTATION

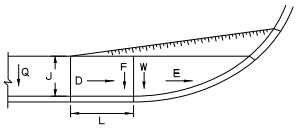
0

TYPE 1



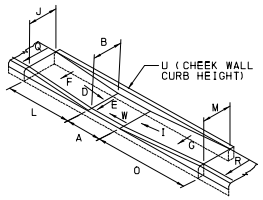
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



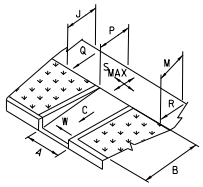
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



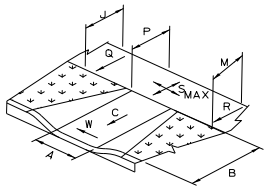
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



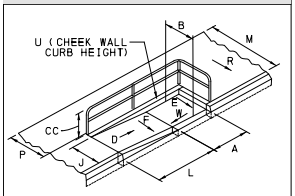
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



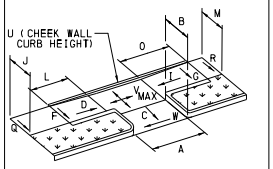
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



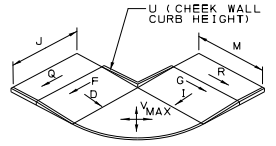
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



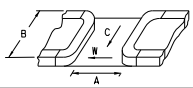
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

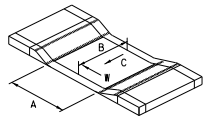


MAX ALG. CHANGE IN GRADE _____ %

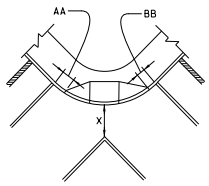
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

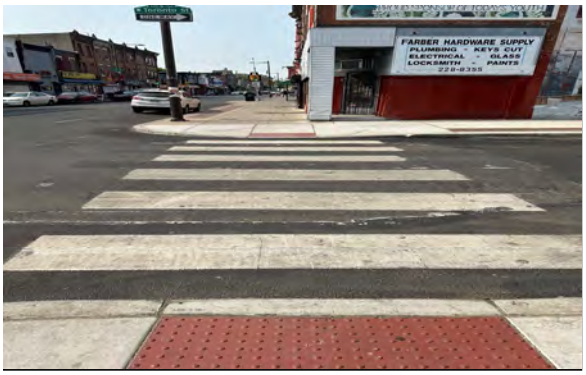
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	50	(IN)
*	B	59	(IN)
*	C	5.20	(%)
*	D	4.57	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	5.38	(%)
*	J	122	(IN)
	K		(IN)
	L		(IN)
*	M	137	(IN)
	N		(IN)
	O		(IN)
*	P	47	(IN)
*	Q	1.01	(%)
*	R	1.38	(%)
*	S	1.51	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.43	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

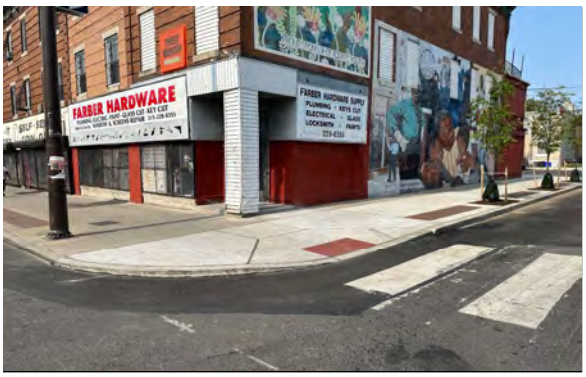
(insert comments below)

C-06-101-60000-WESTTORONTOSt-NORTH22NDSt-2023-08-29-4-Type1



Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

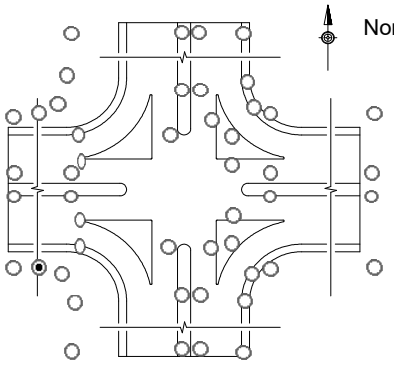
CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

W. TORONTO & N. 22ND STREET (RAMP 3)

*Date of Investigation (yyyy mm dd)	2023	08	29	
Field Investigators 1	Trevor McMahon			
Field Investigators 2	Bob Mroz			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	State Route			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	3.43	%		
Cross Slope in Front of Ramp (Road Profile)	1.00	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #	1	Alg Δ Grade	13.1	%
Intersection Ramp # of #		2	2	
*Ramp Location (Use Figure Below)			19	
*Curb Ramp Type	Type 1			
*North Leg		(segment)	(offset)	
*North Leg Desc.				
*East Leg	NORTH 22ND	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	WEST TORONTO	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg		(segment)	(offset)	
*West Leg Desc.	☐SR ☐St ☐Other			



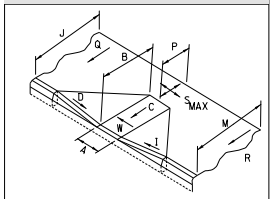
Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-NORTH22NDSt-WESTTORONTOSt-2023-08-29-19-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

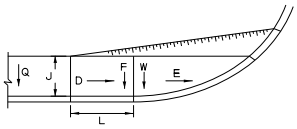
0

TYPE 1



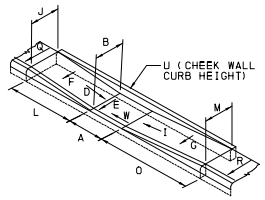
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



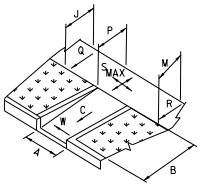
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



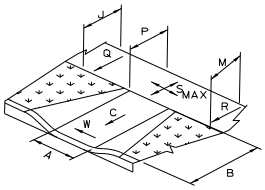
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



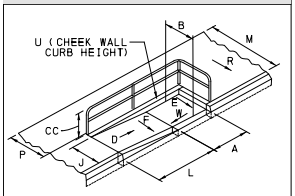
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



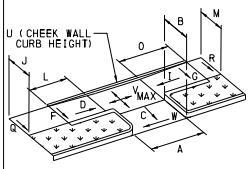
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



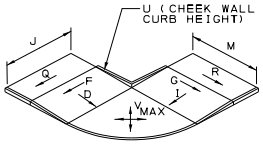
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



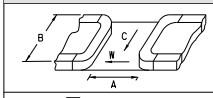
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

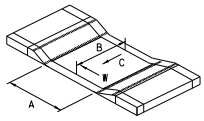


MAX ALG. CHANGE IN GRADE _____ %

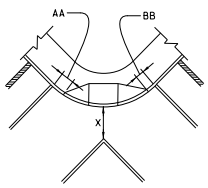
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

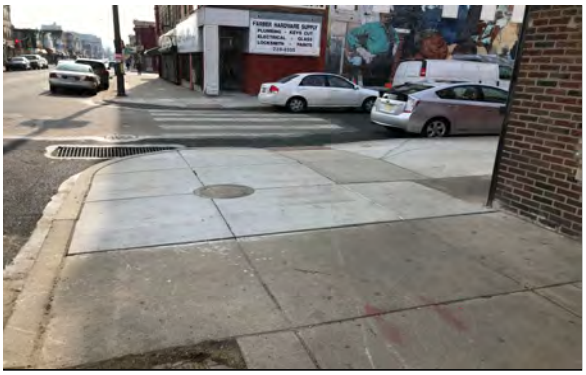
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	85	(IN)
*	C	9.68	(%)
*	D	6.01	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	4.01	(%)
*	J	138	(IN)
	K		(IN)
	L		(IN)
*	M	117	(IN)
	N		(IN)
	O		(IN)
*	P	50	(IN)
*	Q	3.33	(%)
*	R	4.22	(%)
*	S	1.25	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.21	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

C-06-101-60000-NORTH22NDSt-WESTTORONTOSt-2023-08-29-19-Type1



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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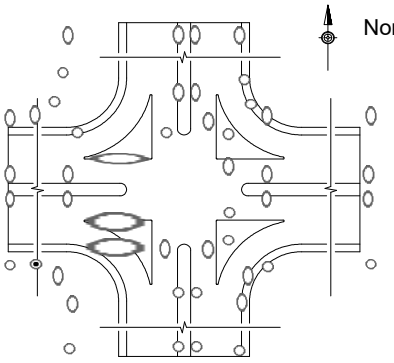
W. TORONTO & FOX STREET (RAMP 2)

*Date of Investigation (yyyy mm dd)	2023	08	29	
Field Investigators 1	Trevor McMahon			
Field Investigators 2	Bob Mroz			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	State Route			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.33	%		
Cross Slope in Front of Ramp (Road Profile)	1.63	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #	1	Alg Δ Grade	7.5	%
Intersection Ramp # of #		1	1	
*Ramp Location (Use Figure Below)			19	
*Curb Ramp Type	Type 1			
*North Leg	WEST ONTARIO	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg		(segment)	(offset)	
*East Leg Desc.				
*South Leg		(segment)	(offset)	
*South Leg Desc.	☐SR ☐St ☐Other			
*West Leg	FOX	(segment)	(offset)	
*West Leg Desc.	St			



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-WESTONTARIOSt-FOXSt-2023-08-29-19-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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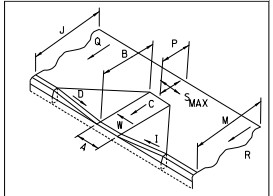
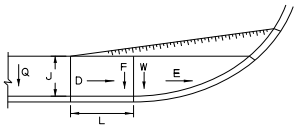
0

TYPE 1



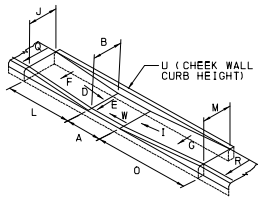
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



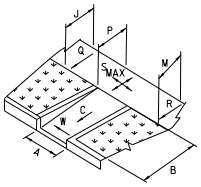
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



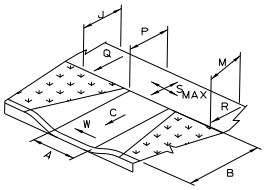
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



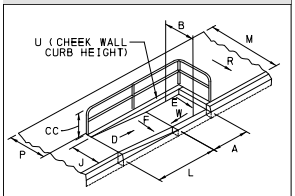
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



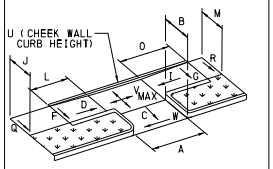
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



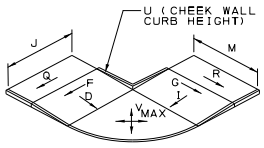
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



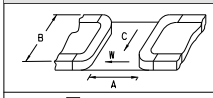
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

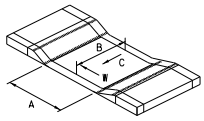


MAX ALG. CHANGE IN GRADE _____ %

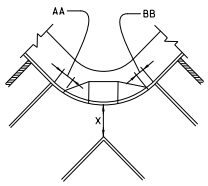
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	39	(IN)
*	C	6.14	(%)
*	D	7.77	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	5.66	(%)
*	J	126	(IN)
	K		(IN)
	L		(IN)
*	M	122	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	0.93	(%)
*	R	1.49	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.56	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

Insert Picture 1

Insert Picture 2

Insert Picture 3

Insert Picture 4

Insert Picture 5

Insert Picture 6

CS-4401 (6-17)

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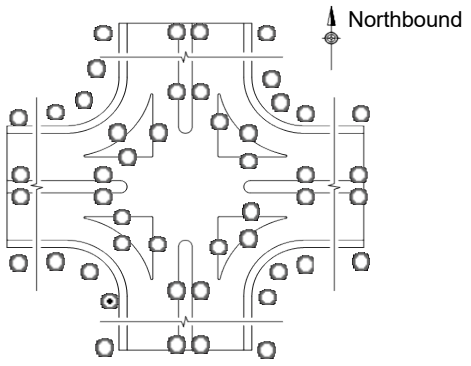
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	08	02	
Field Investigators 1	CLAIRE DINARDO			
Field Investigators 2	LAURA MOORE			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.50	%		
Cross Slope in Front of Ramp (Road Profile)	1.20	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS # VERIZON	Alg Δ Grade	7.9 %		
Intersection Ramp # of #	1	2		
*Ramp Location (Use Figure Below)		17		
*Curb Ramp Type	Type 1			
*North Leg	26TH	(segment)	(offset)	
*North Leg Desc.	ST			
*East Leg	CECIL B MOORE	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	26TH	(segment)	(offset)	
*South Leg Desc.	ST			
*West Leg	CECIL B MOORE	(segment)	(offset)	
*West Leg Desc.	St			



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-26THST-CECILBMOORESt-26THST-CECILBMOORESt-2023-08-02-17-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

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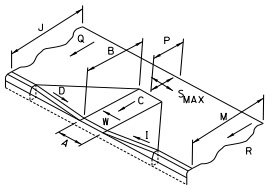
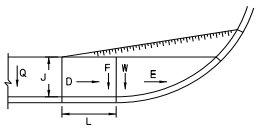
TYPE 1



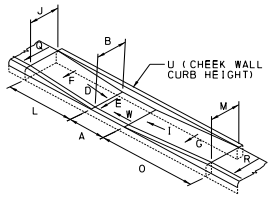
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



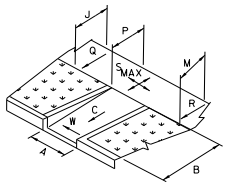
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



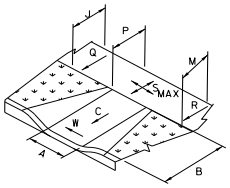
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



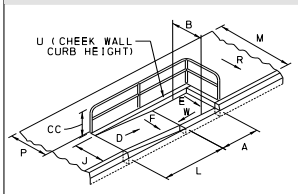
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



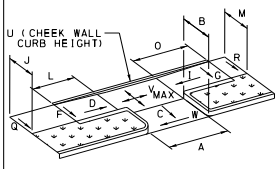
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



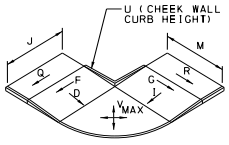
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



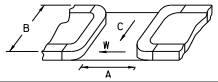
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

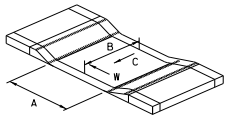


MAX ALG. CHANGE IN GRADE _____ %

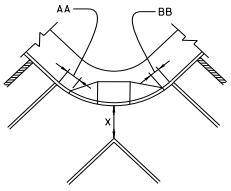
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	38	(IN)
*	C	6.40	(%)
*	D	7.20	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	7.60	(%)
*	J	62	(IN)
	K		(IN)
	L		(IN)
*	M	68	(IN)
	N		(IN)
	O		(IN)
*	P	50	(IN)
*	Q	1.70	(%)
*	R	1.80	(%)
*	S	1.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

C-06-101-60000-26THST-CECILBMOORESt-26THST-CECILBMOORESt-2023-08-02-17-Type1

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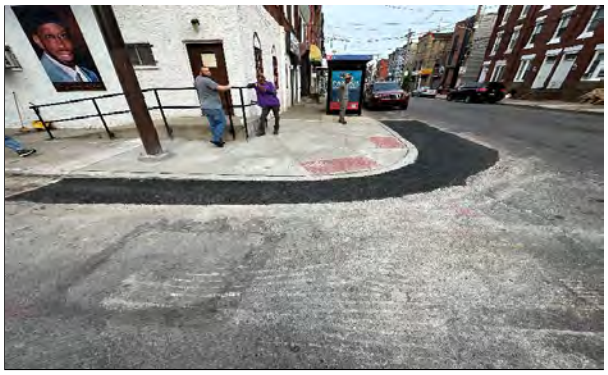
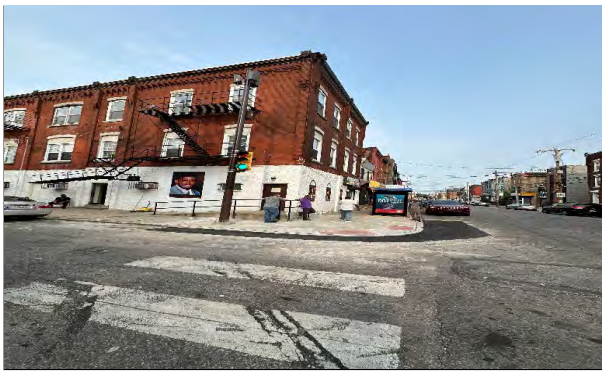
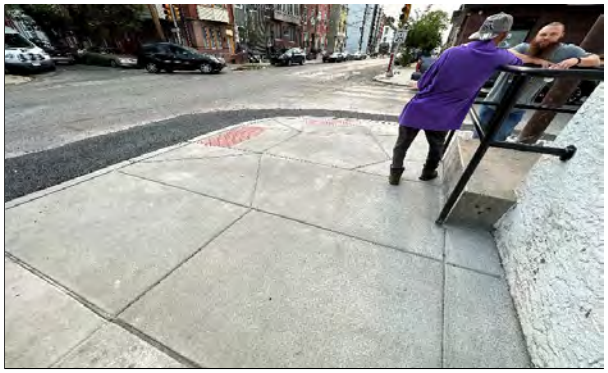


Insert Picture 1



Insert Picture 4



Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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See the last tab of this workbook for instructions

Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

CS-4401 (6-17)

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Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)

CS-4401 (6-17)

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Scanned Inspection Form (TIFF set resolution to 200 DPI)

CS-4401 (6-17)

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Scanned Inspection Form Continued (TIFF set resolution to 200 DPI)

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Instructions

The Curb Ramp Inspection Form (CS-4401) will be used for the inspection of all altered curb ramps within the project limits to ensure compliance to PennDOT standards or the contract documents. This includes newly constructed curb ramps and existing curb ramps not reconstructed. Refer to Publication 13M - Design Manual Part 2, Chapter 6 for additional information on “alterations.”

A thorough and rigorous inspection to ensure an ADA compliant curb ramp must be completed. All newly constructed curb ramps or curb ramps located within the project limits must be inspected/measured in the field for compliance to RC-67M Standards. The slopes indicated in RC-67M are absolute maximum slopes. Only slopes that are equal to or less than the indicated slopes are acceptable.

Where fully meeting the RC-67M standards is “Technically Infeasible”, access must be provided to the maximum extent possible. When this occurs, curb ramps or other pedestrian facilities must be constructed in accordance with the contract documents. See Publication 13M - Design Manual Part 2, Chapter 6 for additional information on Technically Infeasible.

The Curb Ramp Inspection Form (CS-4401) will record all measurements and serve as a record that PennDOT has constructed the curb ramps to current standards or provided access to the maximum extent feasible. The form will contain the field measurements, pictures of the constructed curb ramps, and images of the Technically Infeasible Form (if applicable).

The completed form must be submitted electronically, **in EXCEL**, to the ADA Coordinator upon completion and acceptance of the curb ramp construction. The data from the form will be extracted into a database for record keeping purposes.

INSTRUCTIONS
Before you Begin:
When saving the file, use Excel Macro-Enabled Workbook format with a *.xlsm extension. Do not use a different file format.

The following tabs are included in the form:
Tab 1. Inspection Form
Tab 2. Inspection Form Continued
Tab 3. Pictures
Tab 4. Tech. Infeasible Form
Tab 5. Scanned Forms
Tab 6. Instructions

TAB 1 - INSPECTION FORM
All “blue filled” cells require information to be entered. Many cells have a drop down selection with a header.
The header is used for filling out a printed version. The header must be changed to the appropriate selection.
For example: “☐ No ☐ Yes” would be the header. Either “No” or “Yes” must be selected.

Date of Investigation
Enter the year, month, and day of the investigation (format yyyy mm dd).

Field Investigators
Insert the name(s) of the investigator(s).

Engineering District Code
Insert the engineering district code.

County Name
Insert the appropriate county. (The county code will automatically fill in once the appropriate county is selected).

Municipality Name
Insert the appropriate municipality name.
(The municipality code will automatically fill in once the appropriate municipality name is entered).

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Instructions

Construction Phase
Select the appropriate status of the curb ramp being investigated.

☐ Constructed. Select this phase for newly constructed curb ramps for inspection purposes.
☐ Existing-Survey. Select this phase for documenting existing curb ramps.
☐ Missing. Select this phase for documenting missing curb ramps.

Ramp Crosses
Select what type of roadway the ramp crosses or services.

Ramp Surface
Select ramp surface type (Brick, Concrete or Other). If “Other”, enter the surface type in the cell immediately to the right.

Surface Stable, Firm, and Slip Resistant
Indicate if the curb ramp surface is stable, firm, and slip resistant.

Elevation Differences > ¼”
Indicate if any vertical elevation differences between sections of sidewalk found anywhere on the curb ramp that are greater than 1/4” exist. If vertical elevation differences exist, measure to the nearest 1/16 of an inch. For example, if measured 1/2” enter “8” (8/16) on the form, or if measured 2” enter 32 (32/16) in the form.

Grate Openings or Gaps > ½”
Indicate if any grate openings or gaps greater than 1/2” are located within the immediate pedestrian path. If horizontal gaps exist, measure to the nearest 1/16 of an inch. For example, if measured 1/2” enter “8” (8/16) on the form, or if measured 2” enter 32 (32/16) on the form.

Utilities in Path of Travel
Indicate if there are any utilities that obstruct the path of travel.

Water Ponding in Path of Travel
Indicate if any water ponding exists within the travel path of the curb ramp.

Detectable Warning Surface (DWS)
Indicate if a detectable warning surface is present.

DWS Type
If “Yes” is answered in previous question, indicate what type of DWS is present. If “Other”, fill in the cell to the right to indicate what type of DWS is being used.

Pedestrian Crossings
Indicate if a pedestrian crossing exists. If a pedestrian crossing does not exist, a curb ramp is not needed. The crossing may be marked or unmarked. If “Yes”, the cell to the right will become highlighted with blue fill, requiring it to be completed.
☐ Single Ramp with Single Cross Walk
☐ Single Ramp with Double Cross Walk

Ramp at Stop or Yield Controlled Crosswalk
Indicate if the ramp serves a Stop or Yield controlled crosswalk.

Ramp Leads to Accessible Path
Indicate if the ramp leads to an accessible path, such as a sidewalk or a pedestrian pushbutton.

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Instructions

Longitudinal / Cross Slope in Front of Ramp
Enter the longitudinal and cross slope values (as a percentage) in the appropriate cells. The longitudinal slope is equal to the slope parallel to the direction of the ramp (in the street); the cross slope is equal to the slope perpendicular to the direction of the ramp (in the street).

Turning Maneuver in Street
Indicate if pedestrians must perform turning maneuvers in the street. If “Yes”, a landing is required in the street.

Turning Maneuver at Top of Ramp (Smax)
Indicate if pedestrians must perform turning maneuvers at the top of the ramp. If “Yes”, Smax is required.

ECMS #
Enter the ECMS # for the project that altered the curb ramp.

Algebraic Δ Grade (Algebraic Change in Grade)
Enter the maximum algebraic change between the ramp slope and roadway slope (as a percentage).

Intersection Ramp # of #
Enter the number for the ramp being investigated followed by the total number of ramps being investigated at the intersection. For example, if the ramp at the intersection of Ramp “X” of “Y” is being investigated, “Y” is the total number of the ramps at the intersection and “X” is the number assigned to the specific ramp being investigated.

Ramp Location
Using the intersection figure shown, select the appropriate button for which the investigated curb ramp is located.

North Leg/North Leg Description
Include the name of the roadway (if applicable) for the northbound roadway. Then directly below that cell, indicate the type of roadway (state route, boulevard, road, street, etc.). If the roadway is a state route number (format: 0000), also include the Segment # (format: 0000) and Offset # (format: 0000) of the intersection. If the roadway is a local road, include the name of the local road and description.
Complete this for all legs of the intersection.

	North Leg	Description	Segment	Offset
Example 1:	00016	SR	0010	0020
Example 2:	Oak	ST	n/a	n/a

Curb Ramp Type
Indicate the type of ramp being investigated. Depending on curb ramp type, complete all of the required dimensions on Tab 2 - Inspection Form Continued. Each cell is color-coded to indicate whether the information entered meets RC-67M. If data is entered and the cell becomes highlighted with green fill, the data meets RC-67M. If the cell becomes highlighted with red fill, the data does not meet RC-67M. If the cell becomes highlighted with yellow fill, the data does not match RC-67M but this may be due to tie-ins with the existing site. The chart located to the right of the data entry form indicates the minimum measurement requirements (compliance check).

Accessible Pedestrian Push Buttons
Indicate if pedestrian push buttons are accessible.

Asset #
The Asset Number will be automatically completed as information is entered into the data entry form.

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Instructions

Status
Select the status of the curb ramp.
☐ Current. The curb ramp is an active curb ramp.
☐ Archive. The curb ramp has been removed/replaced and is no longer in use.

Level of Service
Once the curb ramp is inspected and reviewed, indicate the level of service:
☐ Meets RC-67M (compliant)
☐ Constructed per contract documents (compliant)
☐ Ex - Provides Maximum Access (compliant)
☐ Non-Compliant

TAB 2 - INSPECTION FORM CONTINUED
Indicate the type of ramp being investigated using the curb ramp diagrams. Depending on curb ramp type, complete all of the required dimensions “A” through “CC”. Each cell is color-coded to indicate whether the information entered meets RC-67M. Use “999” or -999” for measurements that are not applicable.

TAB 3 - PICTURES TAB
Click on the “Insert Picture #” button to insert the appropriate picture.

TAB 4 - TECH. INFEASIBLE FORM TAB (IF APPLICABLE)
If used, click on “Insert Tech Infeasible Form Sheet 1” button to insert the Technically Infeasible Form image. Repeat this process for the second image of the Technically Infeasible Form. Contact the PennDOT project manager to obtain image files of the Technically Infeasible Form.

TAB 5 - SCANNED FORMS TAB (IF APPLICABLE)
If the Inspection Form is printed and used to collect measurements, the form must be scanned as an image and inserted into the appropriate location. Click on the “Insert Scanned Inspection Form” button to insert the first page. Repeat this process for the second page. Scanning: It has been determined that a TIFF file format at 200 DPI produces a clear image at a reasonable file size.

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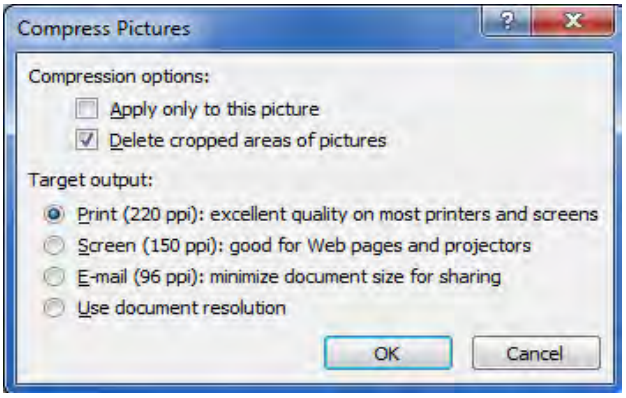
Instructions

TAB 6 - INSTRUCTIONS
Use this tab as a quick reference to the instructions.

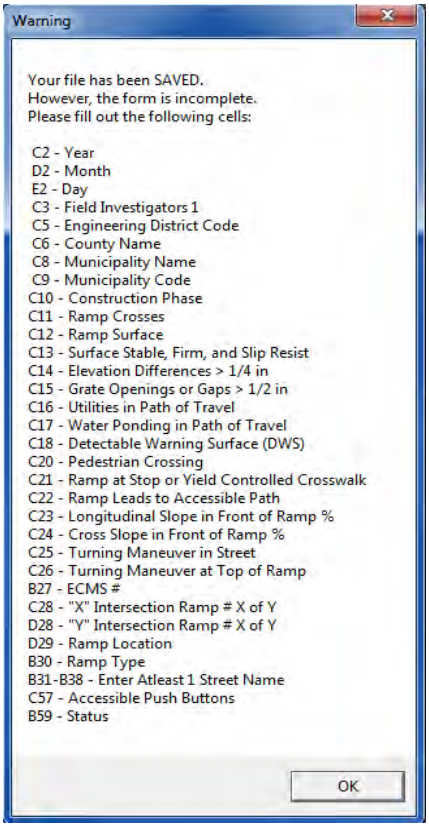
SUBMISSION
Perform the following for submission.

Reduce Image Size
To keep file size to a minimum, select a picture:
1. Go to the Format tab
2. Select Compress Pictures
3. Uncheck "Apply only to this picture"
4. Select Print (220 ppi)
5. Click OK



Save File
When saving, use Excel Macro-Enabled Workbook format with a *.xlsm extension. Do not use a different file format. If all the cells are not completed, a warning message will appear. The work has been saved, but the file is not complete. Fill in remaining cells and resave.

Send file to ADA Coordinator
Upon completion of the form, submit files in Excel Macro-Enabled Workbook format to the ADA Coordinator. Incomplete forms will be returned.



CS-4401 (6-17)

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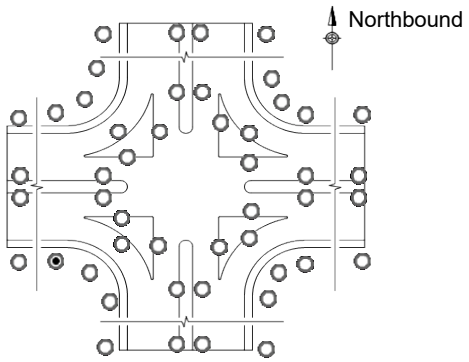
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	08	02	
Field Investigators 1		CLAIRE DINARDO			
Field Investigators 2		LAURA MOORE			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		1.20	%		
Cross Slope in Front of Ramp (Road Profile)		0.80	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	VERIZON	Alg Δ Grade	8.0 %		
Intersection Ramp # of #		1	2		
*Ramp Location (Use Figure Below)			19		
*Curb Ramp Type	Type 1				
*North Leg	26TH	(segment)	(offset)		
*North Leg Desc.	ST				
*East Leg	CECIL B MOORE	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	26TH	(segment)	(offset)		
*South Leg Desc.	ST				
*West Leg	CECIL B MOORE	(segment)	(offset)		
*West Leg Desc.	St				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-26THST-CECILBMOORESt-26THST-CECILBMOORESt-2023-08-02-19-Type1
* Status	Current
Level of Service	Meets RC-67M

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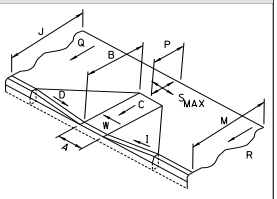
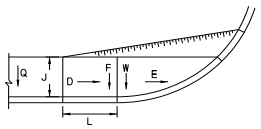
See the last tab of this workbook for instructions

TYPE 1



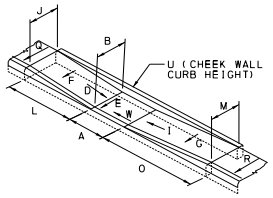
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



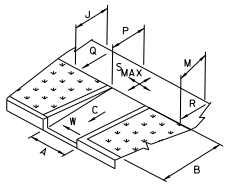
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



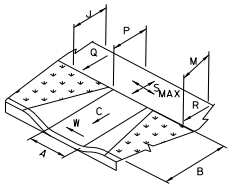
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



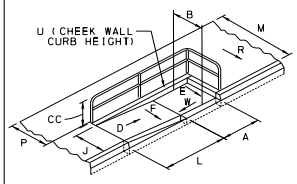
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



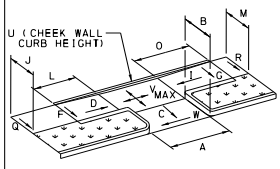
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



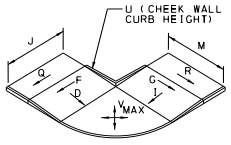
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



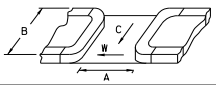
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

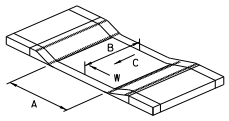


MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN



☐ TYPE B MEDIAN

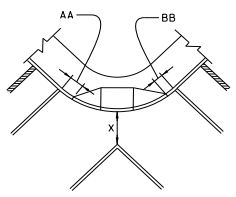


NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

	"0.00" inches or %		
*	A	48	(IN)
*	B	40	(IN)
*	C	6.80	(%)
*	D	7.40	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.90	(%)
*	J	68	(IN)
	K		(IN)
	L		(IN)
*	M	62	(IN)
	N		(IN)
	O		(IN)
*	P	49	(IN)
*	Q	1.80	(%)
*	R	1.70	(%)
*	S	1.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

C-06-101-60000-26THST-CECILBMOORESt-26THST-CECILBMOORESt-2023-08-02-19-Type1

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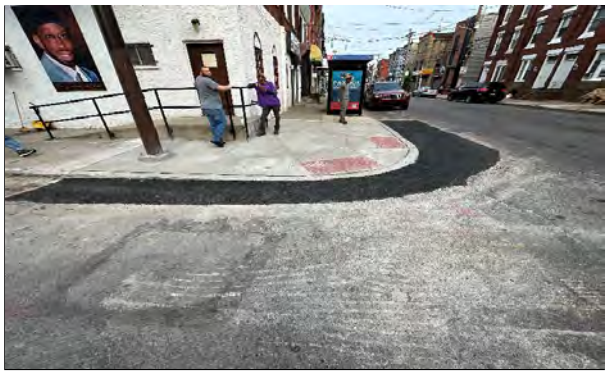
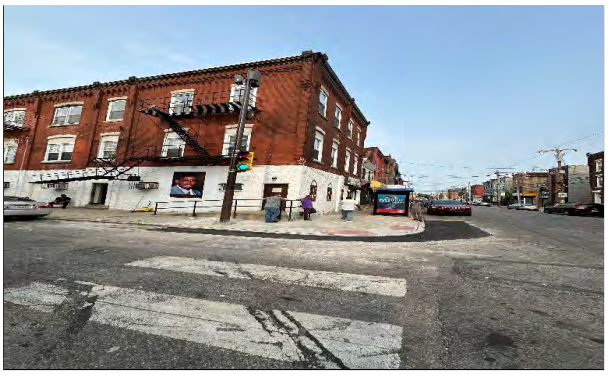
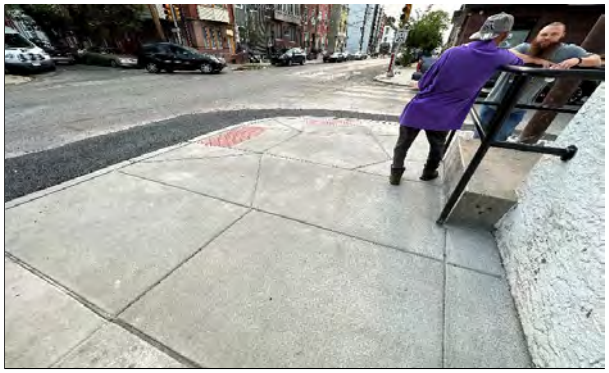
See the last tab of this workbook for instructions



Insert Picture 1



Insert Picture 4



Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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See the last tab of this workbook for instructions

Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

CS-4401 (6-17)

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Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)

CS-4401 (6-17)

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Scanned Inspection Form (TIFF set resolution to 200 DPI)

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Scanned Inspection Form Continued (TIFF set resolution to 200 DPI)

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Instructions

The Curb Ramp Inspection Form (CS-4401) will be used for the inspection of all altered curb ramps within the project limits to ensure compliance to PennDOT standards or the contract documents. This includes newly constructed curb ramps and existing curb ramps not reconstructed. Refer to Publication 13M - Design Manual Part 2, Chapter 6 for additional information on “alterations.”

A thorough and rigorous inspection to ensure an ADA compliant curb ramp must be completed. All newly constructed curb ramps or curb ramps located within the project limits must be inspected/measured in the field for compliance to RC-67M Standards. The slopes indicated in RC-67M are absolute maximum slopes. Only slopes that are equal to or less than the indicated slopes are acceptable.

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INSTRUCTIONS
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Tab 3. Pictures
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The header is used for filling out a printed version. The header must be changed to the appropriate selection.
For example: “☐ No ☐ Yes” would be the header. Either “No” or “Yes” must be selected.

Date of Investigation
Enter the year, month, and day of the investigation (format yyyy mm dd).

Field Investigators
Insert the name(s) of the investigator(s).

Engineering District Code
Insert the engineering district code.

County Name
Insert the appropriate county. (The county code will automatically fill in once the appropriate county is selected).

Municipality Name
Insert the appropriate municipality name.
(The municipality code will automatically fill in once the appropriate municipality name is entered).

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Instructions

Construction Phase
Select the appropriate status of the curb ramp being investigated.

☐ Constructed. Select this phase for newly constructed curb ramps for inspection purposes.
☐ Existing-Survey. Select this phase for documenting existing curb ramps.
☐ Missing. Select this phase for documenting missing curb ramps.

Ramp Crosses
Select what type of roadway the ramp crosses or services.

Ramp Surface
Select ramp surface type (Brick, Concrete or Other). If “Other”, enter the surface type in the cell immediately to the right.

Surface Stable, Firm, and Slip Resistant
Indicate if the curb ramp surface is stable, firm, and slip resistant.

Elevation Differences > ¼”
Indicate if any vertical elevation differences between sections of sidewalk found anywhere on the curb ramp that are greater than 1/4” exist. If vertical elevation differences exist, measure to the nearest 1/16 of an inch. For example, if measured 1/2” enter “8” (8/16) on the form, or if measured 2” enter 32 (32/16) in the form.

Grate Openings or Gaps > ½”
Indicate if any grate openings or gaps greater than 1/2” are located within the immediate pedestrian path. If horizontal gaps exist, measure to the nearest 1/16 of an inch. For example, if measured 1/2” enter “8” (8/16) on the form, or if measured 2” enter 32 (32/16) on the form.

Utilities in Path of Travel
Indicate if there are any utilities that obstruct the path of travel.

Water Ponding in Path of Travel
Indicate if any water ponding exists within the travel path of the curb ramp.

Detectable Warning Surface (DWS)
Indicate if a detectable warning surface is present.

DWS Type
If “Yes” is answered in previous question, indicate what type of DWS is present. If “Other”, fill in the cell to the right to indicate what type of DWS is being used.

Pedestrian Crossings
Indicate if a pedestrian crossing exists. If a pedestrian crossing does not exist, a curb ramp is not needed. The crossing may be marked or unmarked. If “Yes”, the cell to the right will become highlighted with blue fill, requiring it to be completed.
☐ Single Ramp with Single Cross Walk
☐ Single Ramp with Double Cross Walk

Ramp at Stop or Yield Controlled Crosswalk
Indicate if the ramp serves a Stop or Yield controlled crosswalk.

Ramp Leads to Accessible Path
Indicate if the ramp leads to an accessible path, such as a sidewalk or a pedestrian pushbutton.

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Instructions

Longitudinal / Cross Slope in Front of Ramp
Enter the longitudinal and cross slope values (as a percentage) in the appropriate cells. The longitudinal slope is equal to the slope parallel to the direction of the ramp (in the street); the cross slope is equal to the slope perpendicular to the direction of the ramp (in the street).

Turning Maneuver in Street
Indicate if pedestrians must perform turning maneuvers in the street. If “Yes”, a landing is required in the street.

Turning Maneuver at Top of Ramp (Smax)
Indicate if pedestrians must perform turning maneuvers at the top of the ramp. If “Yes”, Smax is required.

ECMS #
Enter the ECMS # for the project that altered the curb ramp.

Algebraic Δ Grade (Algebraic Change in Grade)
Enter the maximum algebraic change between the ramp slope and roadway slope (as a percentage).

Intersection Ramp # of #
Enter the number for the ramp being investigated followed by the total number of ramps being investigated at the intersection. For example, if the ramp at the intersection of Ramp “X” of “Y” is being investigated, “Y” is the total number of the ramps at the intersection and “X” is the number assigned to the specific ramp being investigated.

Ramp Location
Using the intersection figure shown, select the appropriate button for which the investigated curb ramp is located.

North Leg/North Leg Description
Include the name of the roadway (if applicable) for the northbound roadway. Then directly below that cell, indicate the type of roadway (state route, boulevard, road, street, etc.). If the roadway is a state route number (format: 0000), also include the Segment # (format: 0000) and Offset # (format: 0000) of the intersection. If the roadway is a local road, include the name of the local road and description.
Complete this for all legs of the intersection.

	North Leg	Description	Segment	Offset
Example 1:	00016	SR	0010	0020
Example 2:	Oak	ST	n/a	n/a

Curb Ramp Type
Indicate the type of ramp being investigated. Depending on curb ramp type, complete all of the required dimensions on Tab 2 - Inspection Form Continued. Each cell is color-coded to indicate whether the information entered meets RC-67M. If data is entered and the cell becomes highlighted with green fill, the data meets RC-67M. If the cell becomes highlighted with red fill, the data does not meet RC-67M. If the cell becomes highlighted with yellow fill, the data does not match RC-67M but this may be due to tie-ins with the existing site. The chart located to the right of the data entry form indicates the minimum measurement requirements (compliance check).

Accessible Pedestrian Push Buttons
Indicate if pedestrian push buttons are accessible.

Asset #
The Asset Number will be automatically completed as information is entered into the data entry form.

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Instructions

Status
Select the status of the curb ramp.
☐ Current. The curb ramp is an active curb ramp.
☐ Archive. The curb ramp has been removed/replaced and is no longer in use.

Level of Service
Once the curb ramp is inspected and reviewed, indicate the level of service:
☐ Meets RC-67M (compliant)
☐ Constructed per contract documents (compliant)
☐ Ex - Provides Maximum Access (compliant)
☐ Non-Compliant

TAB 2 - INSPECTION FORM CONTINUED
Indicate the type of ramp being investigated using the curb ramp diagrams. Depending on curb ramp type, complete all of the required dimensions “A” through “CC”. Each cell is color-coded to indicate whether the information entered meets RC-67M. Use “999” or -999” for measurements that are not applicable.

TAB 3 - PICTURES TAB
Click on the “Insert Picture #” button to insert the appropriate picture.

TAB 4 - TECH. INFEASIBLE FORM TAB (IF APPLICABLE)
If used, click on “Insert Tech Infeasible Form Sheet 1” button to insert the Technically Infeasible Form image. Repeat this process for the second image of the Technically Infeasible Form. Contact the PennDOT project manager to obtain image files of the Technically Infeasible Form.

TAB 5 - SCANNED FORMS TAB (IF APPLICABLE)
If the Inspection Form is printed and used to collect measurements, the form must be scanned as an image and inserted into the appropriate location. Click on the “Insert Scanned Inspection Form” button to insert the first page. Repeat this process for the second page. Scanning: It has been determined that a TIFF file format at 200 DPI produces a clear image at a reasonable file size.

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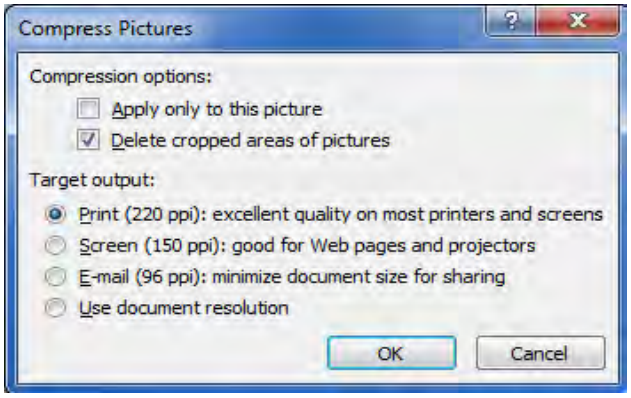
Instructions

TAB 6 - INSTRUCTIONS
Use this tab as a quick reference to the instructions.

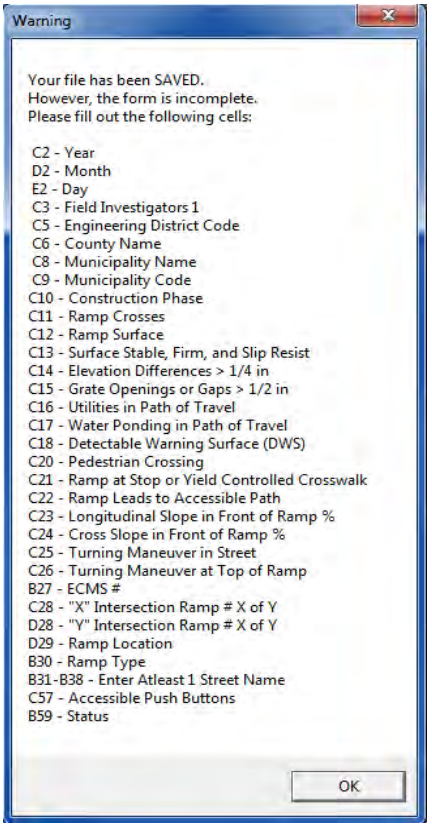
SUBMISSION
Perform the following for submission.

Reduce Image Size
To keep file size to a minimum, select a picture:
1. Go to the Format tab
2. Select Compress Pictures
3. Uncheck "Apply only to this picture"
4. Select Print (220 ppi)
5. Click OK



Save File
When saving, use Excel Macro-Enabled Workbook format with a *.xlsm extension. Do not use a different file format. If all the cells are not completed, a warning message will appear. The work has been saved, but the file is not complete. Fill in remaining cells and resave.

Send file to ADA Coordinator
Upon completion of the form, submit files in Excel Macro-Enabled Workbook format to the ADA Coordinator. Incomplete forms will be returned.



CS-4401 (6-17)

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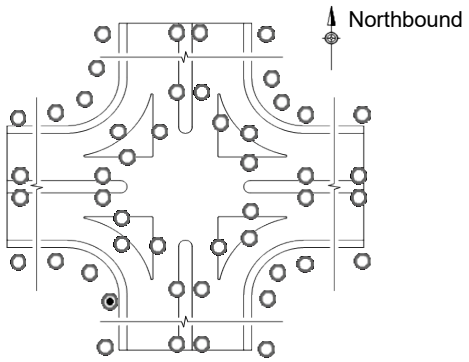
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	08	05	
Field Investigators 1	CLAIRE DINARDO			
Field Investigators 2	LAURA MOORE			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.70	%		
Cross Slope in Front of Ramp (Road Profile)	1.10	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #	VERIZON	Alg Δ Grade	11.2	%
Intersection Ramp # of #		1	2	
*Ramp Location (Use Figure Below)			17	
*Curb Ramp Type	Type 1			
*North Leg	15TH	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	MONTGOMERY	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	15TH	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	MONTGOMERY	(segment)	(offset)	
*West Leg Desc.	Ave			



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-15THSt-MONTGOMERYAve-15THSt-MONTGOMERYAve-2023-08-05-17-Type1
* Status	Current
Level of Service	Meets RC-67M

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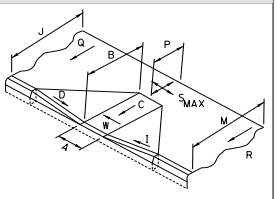
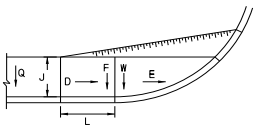
See the last tab of this workbook for instructions

TYPE 1



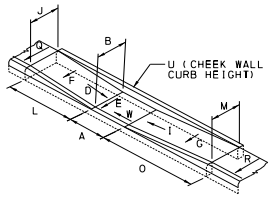
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



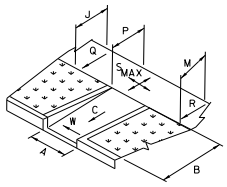
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



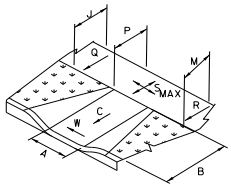
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



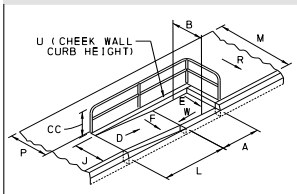
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



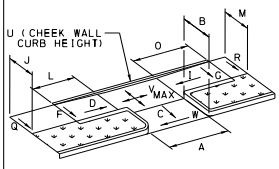
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



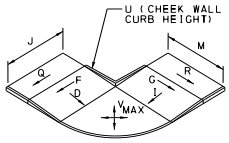
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



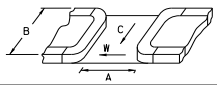
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

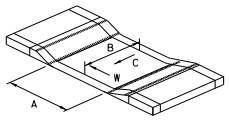


MAX ALG. CHANGE IN GRADE _____ %

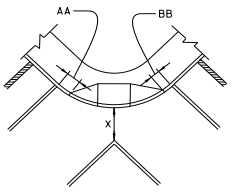
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	81	(IN)
*	C	9.50	(%)
*	D	19.30	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	8.90	(%)
*	J	128	(IN)
	K		(IN)
	L		(IN)
*	M	127	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.90	(%)
*	R	3.50	(%)
*	S	3.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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See the last tab of this workbook for instructions

Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

(03-20)

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Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Ramp 432 - 07
S. 21st St.
Pine St.

*Facility Type	Complete Section Below to ADD Location to Transition Plan	Complete Section Below to ADD Location to Transition Plan
◉ Curb Ramp	*Add Location to Transition Plan	○ Yes ○ No
○ Sidewalk	Suggested Repair	N/A
○ Ped. Push Button	Approx. Repair Costs	N/A
○ Ped. Signal	Actual Repair Costs	N/A
○ Other	Actual Repair	N/A
	Date Repaired	N/A

Justification for Technically Infeasible (check all that apply)	General Information
☐ Limited Right-of-Way	*District: 06
☑ Existing Utilities	*County: Philadelphia
☑ Structures, Buildings, Vaults	*Township/Boro: Philadelphia City
☐ Historic Areas	Project ECMS # N/A
☐ Environmental Areas	
☐ Grade Separations	Submitter Information
☑ Other 1 Existing Slopes	Submitted By: John M. Robinson, P.E.
☐ Other 2	Submitter Company: JMR Engineering, LLC
☐ Other 3	Street Address 106 Schubert Drive
☐ Other 4	City State Zip Downingtown, PA 19335
	Telephone 484-880-7342
	*Date Submitted:

Project Information	Location Identification	Northbound
Project Type	15th Street	
☐ Resurfacing Project	*SR North - Segment, Offset	
☐ Signal Project	15th Street	
☐ Widening Project	*SR South - Segment, Offset	
☐ Reconstruction	Montgomery Avenue	
☐ New Construction (Tech Infeasible normally N/A)	*SR East - Segment, Offset	
☑ Other Utility Project	Montgomery Avenue	
Pedestrian Traffic ○ Yes ◉ No	*SR West - Segment,Offset	
Pedestrian Trip Generators ○ Yes ◉ No	17	
Safety Concerns ○ Yes ◉ No	Location #	
R8-3A "No Peds" Signs ○ Yes ◉ No		
Existing Crosswalk ◉ Yes ○ No		
Existing Sidewalk ◉ Yes ○ No		
Existing Push Buttons ○ Yes ◉ No		
ADT N/A		

Investigated design alternatives	Why alternative was not selected
1.) move ramp north	if moved too far to avoid the exist. Utilities, ramp would be outside of crosswalk
2.) extend ramp length	ramp slopes would still result in non-compliant ramp due to existing elevations
3.) raise face of curb elevations	runoff would be diverted away from the curb

Alternative selected and description of what requirement is not met

A Type 1 ramp is designed at this location. Max. ramp of 8.33%, max. landing of 2.0%, max. transition of 5.0%, and max. flare of 10.0% are not met. Proposed values are max. ramp of 11.3%, max. landing of 3.5%, max. transition of 15.0%, and max. flare of 19.3% . Due to existing slopes and site constraints the ramp is noncompliant, however, the design complies to the maximum extent possible.

ADA Review Committee Recommendation		ADE of Design Approval Status	
☒ Approved ☐ Denied	7.27.23 Date	☒ Approved ☐ Denied	7/28/2023 District ADE of Design - Date

TIF #:	TIF-06-Philadelphia-Philadelphia City-(15th Street)-(15th Street)-(Montgomery Avenue)-(Montgomery Avenue)-17-Jun 0, 1900

(TIF Number automatically assigned. All fields marked with * provide data for TIF #)

Sheet 1 - Technically Infeasible Form

(Print with a PCL Driver)

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Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

Consideration was given to moving the ramp to the north; moving the ramp to the north to avoid the existing utilities could result in the ramp being located outside of the crosswalk which would direct users onto the intersection. Also, effort was made to locate the ramp outside of the existing inlet grate which could present a tripping hazard if located within the bottom of the ramp. For these reasons, this alternative was no longer considered and the layout and design that provides maximum access was chosen.

Investigated Design Alternative #2

Consideration was given to extending the ramp. Extending the ramp would improve slopes, but given the existing building corner elevation/location, and the relationship between ramp 17 & 19, the longer ramp would still result in an uncompliant design. Ramp 17 & 19 have been designed to have a shared landing due to the configuration of the intersection, ramp 17 slopes are dictated by the slopes of ramp 19 given the pavement elevations for ramp 19 (see plans and applicable forms for this ramp). The algebraic grade difference have been maximized to the max. extend possible for both ramps. Also, extending the ramp may help minimize the slopes, but would result in a landing that would protrude past the building corner and thus make for an awkward configuration for ramp users. For these reasons, this alternative was no longer considered and the layout and design that provides maximum access was chosen.

Investigated Design Alternative #3

Consideration was given to raising the existing face of curb/pavement elevations; this alternative was not chosen because water runoff would be directed towards the intersection (away from inlet). Also, due to the existing elevations at eh building corner, the pavement would need to be adjusted to an unreasonable magnitude and would require a pavement adjustment that would potentially impact the entire intersection which is unfeasible. For these reasons, this design alternative was no longer considered and the layout and design that provides maximum access was chosen.

Summary

PennDOT requirements dictate the following: max. ramp slope of 8.33%, max. landing area slope of 2.00%, max. sidewalk transition slope of 5.00% and max. flare cross slope of 10.00%. Due to existing elevations and utilities in the area the ramp is noncompliant, however, the design complies to the maximum extent possible. Proposed for this location: a Type 1 Ramp, max. ramp slope of 11.3%, landing area slope of 3.5%, sidewalk transition slope of 15.0%, and flare cross slope of 19.3%.

TIF #: *TIF-06-Philadelphia-Philadelphia City-(15th Street)-(Montgomery Avenue)-(Montgomery Avenue)-1*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

Sheet 2 - Technically Infeasible Form

CS-4401 (6-17)

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Scanned Inspection Form (TIFF set resolution to 200 DPI)

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Scanned Inspection Form Continued (TIFF set resolution to 200 DPI)

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Instructions

The Curb Ramp Inspection Form (CS-4401) will be used for the inspection of all altered curb ramps within the project limits to ensure compliance to PennDOT standards or the contract documents. This includes newly constructed curb ramps and existing curb ramps not reconstructed. Refer to Publication 13M - Design Manual Part 2, Chapter 6 for additional information on “alterations.”

A thorough and rigorous inspection to ensure an ADA compliant curb ramp must be completed. All newly constructed curb ramps or curb ramps located within the project limits must be inspected/measured in the field for compliance to RC-67M Standards. The slopes indicated in RC-67M are absolute maximum slopes. Only slopes that are equal to or less than the indicated slopes are acceptable.

Where fully meeting the RC-67M standards is “Technically Infeasible”, access must be provided to the maximum extent possible. When this occurs, curb ramps or other pedestrian facilities must be constructed in accordance with the contract documents. See Publication 13M - Design Manual Part 2, Chapter 6 for additional information on Technically Infeasible.

The Curb Ramp Inspection Form (CS-4401) will record all measurements and serve as a record that PennDOT has constructed the curb ramps to current standards or provided access to the maximum extent feasible. The form will contain the field measurements, pictures of the constructed curb ramps, and images of the Technically Infeasible Form (if applicable).

The completed form must be submitted electronically, **in EXCEL**, to the ADA Coordinator upon completion and acceptance of the curb ramp construction. The data from the form will be extracted into a database for record keeping purposes.

INSTRUCTIONS
Before you Begin:
When saving the file, use Excel Macro-Enabled Workbook format with a *.xlsm extension. Do not use a different file format.

The following tabs are included in the form:
Tab 1. Inspection Form
Tab 2. Inspection Form Continued
Tab 3. Pictures
Tab 4. Tech. Infeasible Form
Tab 5. Scanned Forms
Tab 6. Instructions

TAB 1 - INSPECTION FORM
All “blue filled” cells require information to be entered. Many cells have a drop down selection with a header.
The header is used for filling out a printed version. The header must be changed to the appropriate selection.
For example: “☐ No ☐ Yes” would be the header. Either “No” or “Yes” must be selected.

Date of Investigation
Enter the year, month, and day of the investigation (format yyyy mm dd).

Field Investigators
Insert the name(s) of the investigator(s).

Engineering District Code
Insert the engineering district code.

County Name
Insert the appropriate county. (The county code will automatically fill in once the appropriate county is selected).

Municipality Name
Insert the appropriate municipality name.
(The municipality code will automatically fill in once the appropriate municipality name is entered).

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Instructions

Construction Phase
Select the appropriate status of the curb ramp being investigated.

☐ Constructed. Select this phase for newly constructed curb ramps for inspection purposes.
☐ Existing-Survey. Select this phase for documenting existing curb ramps.
☐ Missing. Select this phase for documenting missing curb ramps.

Ramp Crosses
Select what type of roadway the ramp crosses or services.

Ramp Surface
Select ramp surface type (Brick, Concrete or Other). If “Other”, enter the surface type in the cell immediately to the right.

Surface Stable, Firm, and Slip Resistant
Indicate if the curb ramp surface is stable, firm, and slip resistant.

Elevation Differences > ¼”
Indicate if any vertical elevation differences between sections of sidewalk found anywhere on the curb ramp that are greater than 1/4” exist. If vertical elevation differences exist, measure to the nearest 1/16 of an inch. For example, if measured 1/2” enter “8” (8/16) on the form, or if measured 2” enter 32 (32/16) in the form.

Grate Openings or Gaps > ½”
Indicate if any grate openings or gaps greater than 1/2” are located within the immediate pedestrian path. If horizontal gaps exist, measure to the nearest 1/16 of an inch. For example, if measured 1/2” enter “8” (8/16) on the form, or if measured 2” enter 32 (32/16) on the form.

Utilities in Path of Travel
Indicate if there are any utilities that obstruct the path of travel.

Water Ponding in Path of Travel
Indicate if any water ponding exists within the travel path of the curb ramp.

Detectable Warning Surface (DWS)
Indicate if a detectable warning surface is present.

DWS Type
If “Yes” is answered in previous question, indicate what type of DWS is present. If “Other”, fill in the cell to the right to indicate what type of DWS is being used.

Pedestrian Crossings
Indicate if a pedestrian crossing exists. If a pedestrian crossing does not exist, a curb ramp is not needed. The crossing may be marked or unmarked. If “Yes”, the cell to the right will become highlighted with blue fill, requiring it to be completed.
☐ Single Ramp with Single Cross Walk
☐ Single Ramp with Double Cross Walk

Ramp at Stop or Yield Controlled Crosswalk
Indicate if the ramp serves a Stop or Yield controlled crosswalk.

Ramp Leads to Accessible Path
Indicate if the ramp leads to an accessible path, such as a sidewalk or a pedestrian pushbutton.

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Instructions

Longitudinal / Cross Slope in Front of Ramp
Enter the longitudinal and cross slope values (as a percentage) in the appropriate cells. The longitudinal slope is equal to the slope parallel to the direction of the ramp (in the street); the cross slope is equal to the slope perpendicular to the direction of the ramp (in the street).

Turning Maneuver in Street
Indicate if pedestrians must perform turning maneuvers in the street. If “Yes”, a landing is required in the street.

Turning Maneuver at Top of Ramp (Smax)
Indicate if pedestrians must perform turning maneuvers at the top of the ramp. If “Yes”, Smax is required.

ECMS #
Enter the ECMS # for the project that altered the curb ramp.

Algebraic Δ Grade (Algebraic Change in Grade)
Enter the maximum algebraic change between the ramp slope and roadway slope (as a percentage).

Intersection Ramp # of #
Enter the number for the ramp being investigated followed by the total number of ramps being investigated at the intersection. For example, if the ramp at the intersection of Ramp “X” of “Y” is being investigated, “Y” is the total number of the ramps at the intersection and “X” is the number assigned to the specific ramp being investigated.

Ramp Location
Using the intersection figure shown, select the appropriate button for which the investigated curb ramp is located.

North Leg/North Leg Description
Include the name of the roadway (if applicable) for the northbound roadway. Then directly below that cell, indicate the type of roadway (state route, boulevard, road, street, etc.). If the roadway is a state route number (format: 0000), also include the Segment # (format: 0000) and Offset # (format: 0000) of the intersection. If the roadway is a local road, include the name of the local road and description.
Complete this for all legs of the intersection.

	North Leg	Description	Segment	Offset
Example 1:	00016	SR	0010	0020
Example 2:	Oak	ST	n/a	n/a

Curb Ramp Type
Indicate the type of ramp being investigated. Depending on curb ramp type, complete all of the required dimensions on Tab 2 - Inspection Form Continued. Each cell is color-coded to indicate whether the information entered meets RC-67M. If data is entered and the cell becomes highlighted with green fill, the data meets RC-67M. If the cell becomes highlighted with red fill, the data does not meet RC-67M. If the cell becomes highlighted with yellow fill, the data does not match RC-67M but this may be due to tie-ins with the existing site. The chart located to the right of the data entry form indicates the minimum measurement requirements (compliance check).

Accessible Pedestrian Push Buttons
Indicate if pedestrian push buttons are accessible.

Asset #
The Asset Number will be automatically completed as information is entered into the data entry form.

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Instructions

Status
Select the status of the curb ramp.
☐ Current. The curb ramp is an active curb ramp.
☐ Archive. The curb ramp has been removed/replaced and is no longer in use.

Level of Service
Once the curb ramp is inspected and reviewed, indicate the level of service:
☐ Meets RC-67M (compliant)
☐ Constructed per contract documents (compliant)
☐ Ex - Provides Maximum Access (compliant)
☐ Non-Compliant

TAB 2 - INSPECTION FORM CONTINUED
Indicate the type of ramp being investigated using the curb ramp diagrams. Depending on curb ramp type, complete all of the required dimensions “A” through “CC”. Each cell is color-coded to indicate whether the information entered meets RC-67M. Use “999” or -999” for measurements that are not applicable.

TAB 3 - PICTURES TAB
Click on the “Insert Picture #” button to insert the appropriate picture.

TAB 4 - TECH. INFEASIBLE FORM TAB (IF APPLICABLE)
If used, click on “Insert Tech Infeasible Form Sheet 1” button to insert the Technically Infeasible Form image. Repeat this process for the second image of the Technically Infeasible Form. Contact the PennDOT project manager to obtain image files of the Technically Infeasible Form.

TAB 5 - SCANNED FORMS TAB (IF APPLICABLE)
If the Inspection Form is printed and used to collect measurements, the form must be scanned as an image and inserted into the appropriate location. Click on the “Insert Scanned Inspection Form” button to insert the first page. Repeat this process for the second page. Scanning: It has been determined that a TIFF file format at 200 DPI produces a clear image at a reasonable file size.

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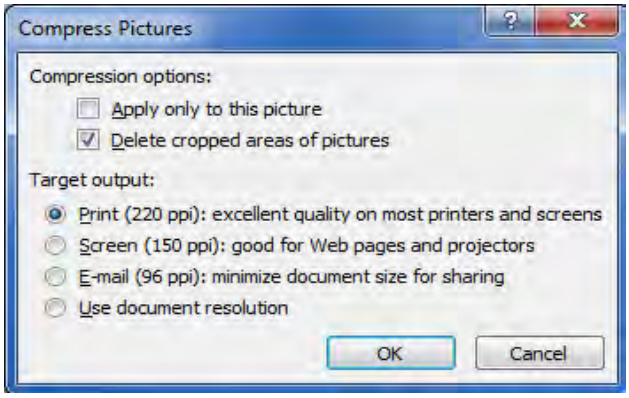
Instructions

TAB 6 - INSTRUCTIONS
Use this tab as a quick reference to the instructions.

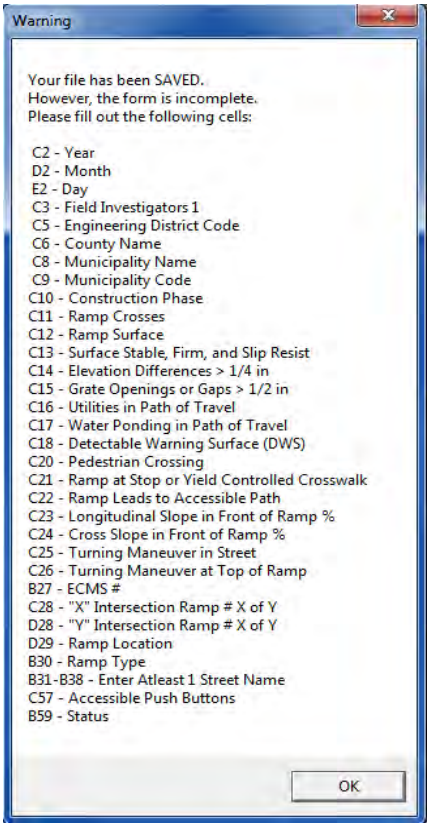
SUBMISSION
Perform the following for submission.

Reduce Image Size
To keep file size to a minimum, select a picture:
1. Go to the Format tab
2. Select Compress Pictures
3. Uncheck "Apply only to this picture"
4. Select Print (220 ppi)
5. Click OK



Save File
When saving, use Excel Macro-Enabled Workbook format with a *.xlsm extension. Do not use a different file format. If all the cells are not completed, a warning message will appear. The work has been saved, but the file is not complete. Fill in remaining cells and resave.

Send file to ADA Coordinator
Upon completion of the form, submit files in Excel Macro-Enabled Workbook format to the ADA Coordinator. Incomplete forms will be returned.



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See the last tab of this workbook for instructions

Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

(03-20)

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Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Ramp 432 - 07
S. 21st St.
Pine St.

*Facility Type	Complete Section Below to ADD Location to Transition Plan	Complete Section Below to ADD Location to Transition Plan
◉ Curb Ramp	*Add Location to Transition Plan	○ Yes ○ No
○ Sidewalk	Suggested Repair	N/A
○ Ped. Push Button	Approx. Repair Costs	N/A
○ Ped. Signal	Actual Repair Costs	N/A
○ Other	Actual Repair	N/A
	Date Repaired	N/A

Justification for Technically Infeasible	General Information
(check all that apply)	*District: 06
☐ Limited Right-of-Way	*County: Philadelphia
☑ Existing Utilities	*Township/Boro: Philadelphia City
☑ Structures, Buildings, Vaults	Project ECMS # N/A
☐ Historic Areas	
☐ Environmental Areas	
☐ Grade Separations	
☑ Other 1 Existing Slopes	
☐ Other 2	
☐ Other 3	
☐ Other 4	

Project Information	Location Identification	Northbound
Project Type	15th Street	
☐ Resurfacing Project	*SR North - Segment, Offset	
☐ Signal Project	15th Street	
☐ Widening Project	*SR South - Segment, Offset	
☐ Reconstruction	Montgomery Avenue	
☐ New Construction (Tech Infeasible normally N/A)	*SR East - Segment, Offset	
☑ Other Utility Project	Montgomery Avenue	
Pedestrian Traffic ○ Yes ◉ No	*SR West - Segment,Offset	
Pedestrian Trip Generators ○ Yes ◉ No	17	
Safety Concerns ○ Yes ◉ No	Location #	
R8-3A "No Peds" Signs ○ Yes ◉ No		
Existing Crosswalk ◉ Yes ○ No		
Existing Sidewalk ○ Yes ◉ No		
Existing Push Buttons ○ Yes ◉ No		
ADT N/A		

Submitter Information
Submitted By: John M. Robinson, P.E.
Submitter Company: JMR Engineering, LLC
Street Address 106 Schubert Drive
City State Zip Downingtown, PA 19335
Telephone 484-880-7342
*Date Submitted:

Investigated design alternatives	Why alternative was not selected
1.) move ramp north	if moved too far to avoid the exist. Utilities, ramp would be outside of crosswalk
2.) extend ramp length	ramp slopes would still result in non-compliant ramp due to existing elevations
3.) raise face of curb elevations	runoff would be diverted away from the curb

Alternative selected and description of what requirement is not met

A Type 1 ramp is designed at this location. Max. ramp of 8.33%, max. landing of 2.0%, max. transition of 5.0%, and max. flare of 10.0% are not met. Proposed values are max. ramp of 11.3%, max. landing of 3.5%, max. transition of 15.0%, and max. flare of 19.3% . Due to existing slopes and site constraints the ramp is noncompliant, however, the design complies to the maximum extent possible.

ADA Review Committee Recommendation	ADE of Design Approval Status
☑ Approved ☐ Denied — MARK MASCARO, Chair — 7.27.23 Date	☑ Approved ☐ Denied — Sumit Gill 7/28/2023 — District ADE of Design - Date

TIF #:	TIF-06-Philadelphia-Philadelphia City-(15th Street)-(15th Street)-(Montgomery Avenue)-(Montgomery Avenue)-17-Jan 0, 1900

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

Sheet 1 - Technically Infeasible Form

(Print with a PCL Driver)

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Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

Consideration was given to moving the ramp to the north; moving the ramp to the north to avoid the existing utilities could result in the ramp being located outside of the crosswalk which would direct users onto the intersection. Also, effort was made to locate the ramp outside of the existing inlet grate which could present a tripping hazard if located within the bottom of the ramp. For these reasons, this alternative was no longer considered and the layout and design that provides maximum access was chosen.

Investigated Design Alternative #2

Consideration was given to extending the ramp. Extending the ramp would improve slopes, but given the existing building corner elevation/location, and the relationship between ramp 17 & 19, the longer ramp would still result in an uncompliant design. Ramp 17 & 19 have been designed to have a shared landing due to the configuration of the intersection, ramp 17 slopes are dictated by the slopes of ramp 19 given the pavement elevations for ramp 19 (see plans and applicable forms for this ramp). The algebraic grade difference have been maximized to the max. extend possible for both ramps. Also, extending the ramp may help minimize the slopes, but would result in a landing that would protrude past the building corner and thus make for an awkward configuration for ramp users. For these reasons, this alternative was no longer considered and the layout and design that provides maximum access was chosen.

Investigated Design Alternative #3

Consideration was given to raising the existing face of curb/pavement elevations; this alternative was not chosen because water runoff would be directed towards the intersection (away from inlet). Also, due to the existing elevations at eh building corner, the pavement would need to be adjusted to an unreasonable magnitude and would require a pavement adjustment that would potentially impact the entire intersection which is unfeasible. For these reasons, this design alternative was no longer considered and the layout and design that provides maximum access was chosen.

Summary

PennDOT requirements dictate the following: max. ramp slope of 8.33%, max. landing area slope of 2.00%, max. sidewalk transition slope of 5.00% and max. flare cross slope of 10.00%. Due to existing elevations and utilities in the area the ramp is noncompliant, however, the design complies to the maximum extent possible. Proposed for this location: a Type 1 Ramp, max. ramp slope of 11.3%, landing area slope of 3.5%, sidewalk transition slope of 15.0%, and flare cross slope of 19.3%.

TIF #: *TIF-06-Philadelphia-Philadelphia City-(15th Street)-(Montgomery Avenue)-(Montgomery Avenue)-1*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

Sheet 2 - Technically Infeasible Form

CS-4401 (6-17)

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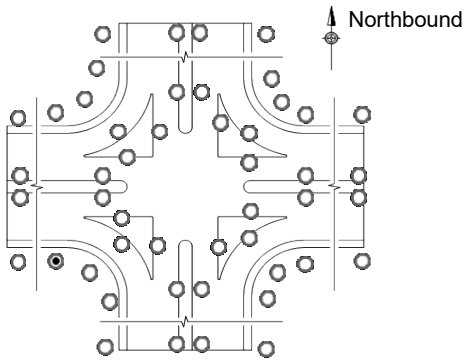
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	08	05	
Field Investigators 1		CLAIRE DINARDO			
Field Investigators 2		LAURA MOORE			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		2.00	%		
Cross Slope in Front of Ramp (Road Profile)		1.40	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	VERIZON	Alg Δ Grade	12.5	%	
Intersection Ramp # of #		1	2		
*Ramp Location (Use Figure Below)			19		
*Curb Ramp Type	Type 1				
*North Leg	15TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	MONTGOMERY	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	15TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	MONTGOMERY	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-15THSt-MONTGOMERYAve-15THSt-MONTGOMERYAve-2023-08-05-19-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

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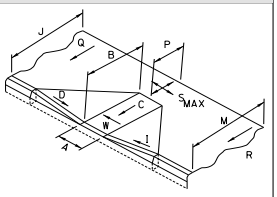
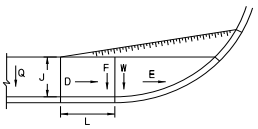
See the last tab of this workbook for instructions

TYPE 1



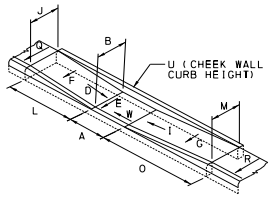
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



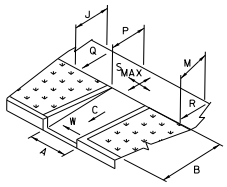
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



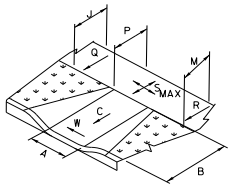
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



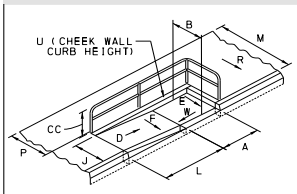
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



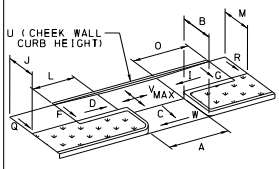
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



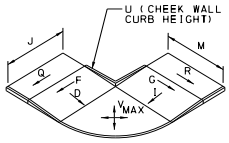
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



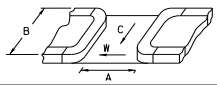
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

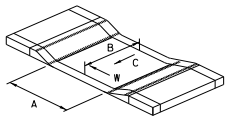


MAX ALG. CHANGE IN GRADE _____ %

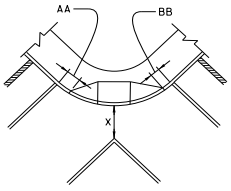
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	74	(IN)
*	C	10.50	(%)
*	D	7.40	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	8.90	(%)
*	J	127	(IN)
	K		(IN)
	L		(IN)
*	M	128	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	3.50	(%)
*	R	1.90	(%)
*	S	3.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.80	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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See the last tab of this workbook for instructions

Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

(03-20)

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Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Ramp 432 - 07
S. 21st St.
Pine St.

*Facility Type	Complete Section Below to ADD Location to Transition Plan	Complete Section Below to ADD Location to Transition Plan
◉ Curb Ramp	*Add Location to Transition Plan	○ Yes ○ No
○ Sidewalk	Suggested Repair	N/A
○ Ped. Push Button	Approx. Repair Costs	N/A
○ Ped. Signal	Actual Repair Costs	N/A
○ Other	Actual Repair	N/A
	Date Repaired	N/A

Justification for Technically Infeasible	General Information
(check all that apply)	*District: 06
☐ Limited Right-of-Way	*County: Philadelphia
☑ Existing Utilities	*Township/Boro: Philadelphia City
☑ Structures, Buildings, Vaults	Project ECMS # N/A
☐ Historic Areas	
☐ Environmental Areas	
☐ Grade Separations	
☑ Other 1 Existing elevations	
☐ Other 2	
☐ Other 3	
☐ Other 4	

Submitter Information
Submitted By: John M. Robinson, P.E.
Submitter Company: JMR Engineering, LLC
Street Address 106 Schubert Drive
City State Zip Downingtown, PA 19335
Telephone 484-860-7342

Project Information	Location Identification
Project Type	15th Street Northbound
☐ Resurfacing Project	*SR North - Segment, Offset
☐ Signal Project	
☐ Widening Project	15th Street
☐ Reconstruction	*SR South - Segment, Offset
☐ New Construction (Tech Infeasible normally N/A)	
☑ Other Utility Project ◉ Yes ○ No	Montgomery Avenue
Pedestrian Traffic Generators ○ Yes ◉ No	*SR East - Segment, Offset
Safety Concerns ○ Yes ◉ No	
R9-3A "No Peds" Signs ○ Yes ◉ No	Montgomery Avenue
Existing Crosswalk ◉ Yes ○ No	*SR West - Segment,Offset
Existing Sidewalk ○ Yes ◉ No	19
Existing Push Buttons ○ Yes ◉ No	Location #
ADT N/A	

Investigated design alternatives	Why alternative was not selected
1.) move ramp north	if moved too far to the west, ramp would lead users to building corner
2.) extend ramp length	ramp slopes would still result in a non-compliant ramp due to exist. elevations.
3.) raise face of curb elevations	runoff would be diverted away from the curb.

Alternative selected and description of what requirement is not met

A Type 1 ramp is designed at this location. Max. ramp of 8.33%, max. landing of 2.0%, & max. transition of 5.0% are not met. Proposed values are max. ramp of 10.5%, max. landing of 3.5%, & max. transition of 15.0%. Due to existing slopes and site contraints the ramp is noncompliant, however, the design complies to the maximum extent possible.

ADA Review Committee Recommendation	ADE of Design Approval Status
☒ Approved ☐ Denied	☒ Approved ☐ Denied
ADA Review Committee Chair - Date: 7.27.23	District ADE of Design - Date: 7/28/2023
TIF #: TIF-06-Philadelphia-Philadelphia City-(15th Street)-(15th Street)-(Montgomery Avenue)-(Montgomery Avenue)-19-Jan 0, 1900	

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

Sheet 1 - Technically Infeasible Form

(Print with a PCL Driver)

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Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

Consideration was given to moving the ramp to the west due to pavement elevations increasing in this direction; moving the ramp to the west would not have a significant improvement on the slopes to merit this consideration for the following reasons: ramp would be outside of the crosswalk area and closer to the stop bar. The ramp space would be governed by the building corner which has a high elevation and could result in steeper transitional slopes due to the limited space from this corner to the curb. Users would be directed towards the building corner. For these reasons, this alternative was no longer considered and the layout and design that provides maximum access was chosen.

Investigated Design Alternative #2

Consideration was given to extending the ramp. Extending the ramp would improve slopes but given the existing building corner elevation/location, and the relationship between ramp 17 & 19, the longer ramp would still result in an uncompliant design. The algebraic grade difference have been maximized to the max. extend possible for this ramp. Also, extending the ramp may help minimize the slopes, but would result in a landing that would direct users onto the building corner and thus make maneuvering difficult for ramp users. For these reasons, this alternative was no longer considered and the layout and design that provides maximum access was chosen.

Investigated Design Alternative #3

Consideration was given to raising the existing face of curb/pavement elevations even further; this alternative was not chosen because water runoff would be directed towards the intersection (away from inlet). Also, due to the e existing elevations at the building corner, the pavement would need to be adjusted to an unreasonble magnitude and would require a pavement adjustment that would potentially impact the entire intersection, which is unfeasible. the current design includes a pavement adjustment that keeps the same drainage patterns while still providing enough elevation at the curb depression to maximize the algebraic difference. For these reasons, this design alternative was no longer considered and the layout and design that provides maximum access was chosen.

Summary

PennDOT requirements dictate the following: max. ramp slope of 8.33%, max. landing area slope of 2.00% and max. transition sidewalk slope of 5.00% . Due to existing elevations and utilities in the area the ramp is noncompliant, however, the design complies to the maximum extent possible. Proposed for this location: a Type 1 Ramp, max. ramp slope of 10.5%, landing area slope of 3.5%, and transition sidewalk slope of 15.0%.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-(15th Street)-(15th Street)-(Montgomery Avenue)-(Montgomery Avenue)-1*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

Sheet 2 - Technically Infeasible Form

CS-4401 (6-17)

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See the last tab of this workbook for instructions

Scanned Inspection Form (TIFF set resolution to 200 DPI)

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Scanned Inspection Form Continued (TIFF set resolution to 200 DPI)

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Instructions

The Curb Ramp Inspection Form (CS-4401) will be used for the inspection of all altered curb ramps within the project limits to ensure compliance to PennDOT standards or the contract documents. This includes newly constructed curb ramps and existing curb ramps not reconstructed. Refer to Publication 13M - Design Manual Part 2, Chapter 6 for additional information on “alterations.”

A thorough and rigorous inspection to ensure an ADA compliant curb ramp must be completed. All newly constructed curb ramps or curb ramps located within the project limits must be inspected/measured in the field for compliance to RC-67M Standards. The slopes indicated in RC-67M are absolute maximum slopes. Only slopes that are equal to or less than the indicated slopes are acceptable.

Where fully meeting the RC-67M standards is “Technically Infeasible”, access must be provided to the maximum extent possible. When this occurs, curb ramps or other pedestrian facilities must be constructed in accordance with the contract documents. See Publication 13M - Design Manual Part 2, Chapter 6 for additional information on Technically Infeasible.

The Curb Ramp Inspection Form (CS-4401) will record all measurements and serve as a record that PennDOT has constructed the curb ramps to current standards or provided access to the maximum extent feasible. The form will contain the field measurements, pictures of the constructed curb ramps, and images of the Technically Infeasible Form (if applicable).

The completed form must be submitted electronically, **in EXCEL**, to the ADA Coordinator upon completion and acceptance of the curb ramp construction. The data from the form will be extracted into a database for record keeping purposes.

INSTRUCTIONS
Before you Begin:
When saving the file, use Excel Macro-Enabled Workbook format with a *.xlsm extension. Do not use a different file format.

The following tabs are included in the form:
Tab 1. Inspection Form
Tab 2. Inspection Form Continued
Tab 3. Pictures
Tab 4. Tech. Infeasible Form
Tab 5. Scanned Forms
Tab 6. Instructions

TAB 1 - INSPECTION FORM
All “blue filled” cells require information to be entered. Many cells have a drop down selection with a header.
The header is used for filling out a printed version. The header must be changed to the appropriate selection.
For example: “☐ No ☐ Yes” would be the header. Either “No” or “Yes” must be selected.

Date of Investigation
Enter the year, month, and day of the investigation (format yyyy mm dd).

Field Investigators
Insert the name(s) of the investigator(s).

Engineering District Code
Insert the engineering district code.

County Name
Insert the appropriate county. (The county code will automatically fill in once the appropriate county is selected).

Municipality Name
Insert the appropriate municipality name.
(The municipality code will automatically fill in once the appropriate municipality name is entered).

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Instructions

Construction Phase
Select the appropriate status of the curb ramp being investigated.

☐ Constructed. Select this phase for newly constructed curb ramps for inspection purposes.
☐ Existing-Survey. Select this phase for documenting existing curb ramps.
☐ Missing. Select this phase for documenting missing curb ramps.

Ramp Crosses
Select what type of roadway the ramp crosses or services.

Ramp Surface
Select ramp surface type (Brick, Concrete or Other). If “Other”, enter the surface type in the cell immediately to the right.

Surface Stable, Firm, and Slip Resistant
Indicate if the curb ramp surface is stable, firm, and slip resistant.

Elevation Differences > ¼”
Indicate if any vertical elevation differences between sections of sidewalk found anywhere on the curb ramp that are greater than 1/4” exist. If vertical elevation differences exist, measure to the nearest 1/16 of an inch. For example, if measured 1/2” enter “8” (8/16) on the form, or if measured 2” enter 32 (32/16) in the form.

Grate Openings or Gaps > ½”
Indicate if any grate openings or gaps greater than 1/2” are located within the immediate pedestrian path. If horizontal gaps exist, measure to the nearest 1/16 of an inch. For example, if measured 1/2” enter “8” (8/16) on the form, or if measured 2” enter 32 (32/16) on the form.

Utilities in Path of Travel
Indicate if there are any utilities that obstruct the path of travel.

Water Ponding in Path of Travel
Indicate if any water ponding exists within the travel path of the curb ramp.

Detectable Warning Surface (DWS)
Indicate if a detectable warning surface is present.

DWS Type
If “Yes” is answered in previous question, indicate what type of DWS is present. If “Other”, fill in the cell to the right to indicate what type of DWS is being used.

Pedestrian Crossings
Indicate if a pedestrian crossing exists. If a pedestrian crossing does not exist, a curb ramp is not needed. The crossing may be marked or unmarked. If “Yes”, the cell to the right will become highlighted with blue fill, requiring it to be completed.
☐ Single Ramp with Single Cross Walk
☐ Single Ramp with Double Cross Walk

Ramp at Stop or Yield Controlled Crosswalk
Indicate if the ramp serves a Stop or Yield controlled crosswalk.

Ramp Leads to Accessible Path
Indicate if the ramp leads to an accessible path, such as a sidewalk or a pedestrian pushbutton.

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Instructions

Longitudinal / Cross Slope in Front of Ramp
Enter the longitudinal and cross slope values (as a percentage) in the appropriate cells. The longitudinal slope is equal to the slope parallel to the direction of the ramp (in the street); the cross slope is equal to the slope perpendicular to the direction of the ramp (in the street).

Turning Maneuver in Street
Indicate if pedestrians must perform turning maneuvers in the street. If “Yes”, a landing is required in the street.

Turning Maneuver at Top of Ramp (Smax)
Indicate if pedestrians must perform turning maneuvers at the top of the ramp. If “Yes”, Smax is required.

ECMS #
Enter the ECMS # for the project that altered the curb ramp.

Algebraic Δ Grade (Algebraic Change in Grade)
Enter the maximum algebraic change between the ramp slope and roadway slope (as a percentage).

Intersection Ramp # of #
Enter the number for the ramp being investigated followed by the total number of ramps being investigated at the intersection. For example, if the ramp at the intersection of Ramp “X” of “Y” is being investigated, “Y” is the total number of the ramps at the intersection and “X” is the number assigned to the specific ramp being investigated.

Ramp Location
Using the intersection figure shown, select the appropriate button for which the investigated curb ramp is located.

North Leg/North Leg Description
Include the name of the roadway (if applicable) for the northbound roadway. Then directly below that cell, indicate the type of roadway (state route, boulevard, road, street, etc.). If the roadway is a state route number (format: 0000), also include the Segment # (format: 0000) and Offset # (format: 0000) of the intersection. If the roadway is a local road, include the name of the local road and description.
Complete this for all legs of the intersection.

	North Leg	Description	Segment	Offset
Example 1:	00016	SR	0010	0020
Example 2:	Oak	ST	n/a	n/a

Curb Ramp Type
Indicate the type of ramp being investigated. Depending on curb ramp type, complete all of the required dimensions on Tab 2 - Inspection Form Continued. Each cell is color-coded to indicate whether the information entered meets RC-67M. If data is entered and the cell becomes highlighted with green fill, the data meets RC-67M. If the cell becomes highlighted with red fill, the data does not meet RC-67M. If the cell becomes highlighted with yellow fill, the data does not match RC-67M but this may be due to tie-ins with the existing site. The chart located to the right of the data entry form indicates the minimum measurement requirements (compliance check).

Accessible Pedestrian Push Buttons
Indicate if pedestrian push buttons are accessible.

Asset #
The Asset Number will be automatically completed as information is entered into the data entry form.

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Instructions

Status
Select the status of the curb ramp.
☐ Current. The curb ramp is an active curb ramp.
☐ Archive. The curb ramp has been removed/replaced and is no longer in use.

Level of Service
Once the curb ramp is inspected and reviewed, indicate the level of service:
☐ Meets RC-67M (compliant)
☐ Constructed per contract documents (compliant)
☐ Ex - Provides Maximum Access (compliant)
☐ Non-Compliant

TAB 2 - INSPECTION FORM CONTINUED
Indicate the type of ramp being investigated using the curb ramp diagrams. Depending on curb ramp type, complete all of the required dimensions “A” through “CC”. Each cell is color-coded to indicate whether the information entered meets RC-67M. Use “999” or -999” for measurements that are not applicable.

TAB 3 - PICTURES TAB
Click on the “Insert Picture #” button to insert the appropriate picture.

TAB 4 - TECH. INFEASIBLE FORM TAB (IF APPLICABLE)
If used, click on “Insert Tech Infeasible Form Sheet 1” button to insert the Technically Infeasible Form image. Repeat this process for the second image of the Technically Infeasible Form. Contact the PennDOT project manager to obtain image files of the Technically Infeasible Form.

TAB 5 - SCANNED FORMS TAB (IF APPLICABLE)
If the Inspection Form is printed and used to collect measurements, the form must be scanned as an image and inserted into the appropriate location. Click on the “Insert Scanned Inspection Form” button to insert the first page. Repeat this process for the second page. Scanning: It has been determined that a TIFF file format at 200 DPI produces a clear image at a reasonable file size.

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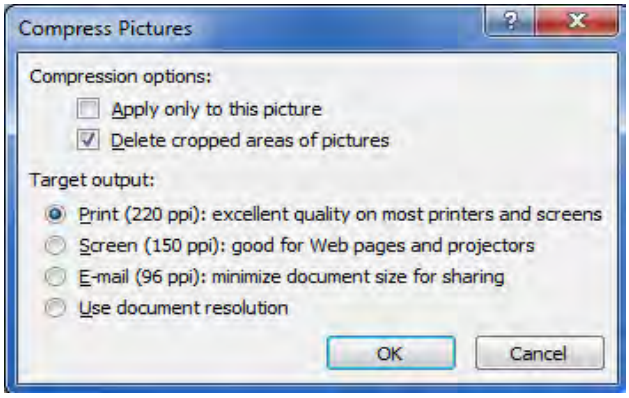
Instructions

TAB 6 - INSTRUCTIONS
Use this tab as a quick reference to the instructions.

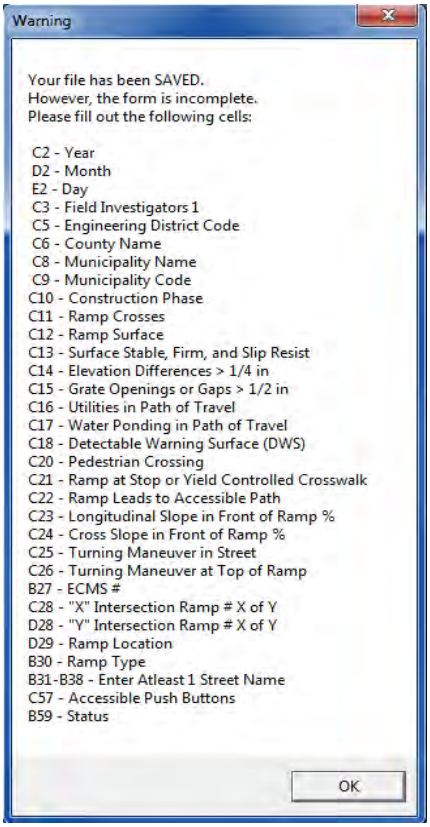
SUBMISSION
Perform the following for submission.

Reduce Image Size
To keep file size to a minimum, select a picture:
1. Go to the Format tab
2. Select Compress Pictures
3. Uncheck "Apply only to this picture"
4. Select Print (220 ppi)
5. Click OK



Save File
When saving, use Excel Macro-Enabled Workbook format with a *.xlsm extension. Do not use a different file format. If all the cells are not completed, a warning message will appear. The work has been saved, but the file is not complete. Fill in remaining cells and resave.

Send file to ADA Coordinator
Upon completion of the form, submit files in Excel Macro-Enabled Workbook format to the ADA Coordinator. Incomplete forms will be returned.



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See the last tab of this workbook for instructions

Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

(03-20)

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Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Ramp 432 - 07
S. 21st St.
Pine St.

*Facility Type	Complete Section Below to ADD Location to Transition Plan	Complete Section Below to ADD Location to Transition Plan
◉ Curb Ramp	*Add Location to Transition Plan	○ Yes ○ No
○ Sidewalk	Suggested Repair	N/A
○ Ped. Push Button	Approx. Repair Costs	N/A
○ Ped. Signal	Actual Repair Costs	N/A
○ Other	Actual Repair	N/A
	Date Repaired	N/A

Justification for Technically Infeasible	General Information
(check all that apply)	*District: 06
☐ Limited Right-of-Way	*County: Philadelphia
☑ Existing Utilities	*Township/Boro: Philadelphia City
☑ Structures, Buildings, Vaults	Project ECMS # N/A
☐ Historic Areas	
☐ Environmental Areas	
☐ Grade Separations	
☑ Other 1 Existing elevations	
☐ Other 2	
☐ Other 3	
☐ Other 4	

Submitter Information	
Submitted By:	John M. Robinson, P.E.
Submitter Company:	JMR Engineering, LLC
Street Address	106 Schubert Drive
City State Zip	Downingtown, PA 19335
Telephone	484-860-7342

Project Information	Location Identification
Project Type	15th Street Northbound
☐ Resurfacing Project	*SR North - Segment, Offset
☐ Signal Project	
☐ Widening Project	
☐ Reconstruction	15th Street
☐ New Construction (Tech Infeasible normally N/A)	*SR South - Segment, Offset
☑ Other Utility Project ◉ Yes ○ No	
Pedestrian Traffic ○ Yes ◉ No	Montgomery Avenue
Pedestrian Trip Generators ○ Yes ◉ No	*SR East - Segment, Offset
Safety Concerns ○ Yes ◉ No	
R9-3A "No Peds" Signs ○ Yes ◉ No	Montgomery Avenue
Existing Crosswalk ◉ Yes ○ No	*SR West - Segment,Offset
Existing Sidewalk ◉ Yes ○ No	19
Existing Push Buttons ○ Yes ◉ No	Location #
ADT N/A	

Investigated design alternatives	Why alternative was not selected
1.) move ramp north	if moved too far to the west, ramp would lead users to building corner
2.) extend ramp length	ramp slopes would still result in a non-compliant ramp due to exist. elevations.
3.) raise face of curb elevations	runoff would be diverted away from the curb.

Alternative selected and description of what requirement is not met.

A Type 1 ramp is designed at this location. Max. ramp of 8.33%, max. landing of 2.0%, & max. transition of 5.0% are not met. Proposed values are max. ramp of 10.5%, max. landing of 3.5%, & max. transition of 15.0%. Due to existing slopes and site contraints the ramp is noncompliant, however, the design complies to the maximum extent possible.

ADA Review Committee Recommendation		ADE of Design Approval Status	
☒ Approved	Maria Vasquez 7.27.23	☒ Approved	Sumit Gill 7/28/2023
☐ Denied	ADA Review Committee Chair - Date	☐ Denied	District ADE of Design - Date

TIF #:	TIF-06-Philadelphia-Philadelphia City-(15th Street)-(15th Street)-(Montgomery Avenue)-(Montgomery Avenue)-19-Jan 0, 1900

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

Sheet 1 - Technically Infeasible Form

(Print with a PCL Driver)

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Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

Consideration was given to moving the ramp to the west due to pavement elevations increasing in this direction; moving the ramp to the west would not have a significant improvement on the slopes to merit this consideration for the following reasons: ramp would be outside of the crosswalk area and closer to the stop bar. The ramp space would be governed by the building corner which has a high elevation and could result in steeper transitional slopes due to the limited space from this corner to the curb. Users would be directed towards the building corner. For these reasons, this alternative was no longer considered and the layout and design that provides maximum access was chosen.

Investigated Design Alternative #2

Consideration was given to extending the ramp. Extending the ramp would improve slopes but given the existing building corner elevation/location, and the relationship between ramp 17 & 19, the longer ramp would still result in an uncompliant design. The algebraic grade difference have been maximized to the max. extend possible for this ramp. Also, extending the ramp may help minimize the slopes, but would result in a landing that would direct users onto the building corner and thus make maneuvering difficult for ramp users. For these reasons, this alternative was no longer considered and the layout and design that provides maximum access was chosen.

Investigated Design Alternative #3

Consideration was given to raising the existing face of curb/pavement elevations even further; this alternative was not chosen because water runoff would be directed towards the intersection (away from inlet). Also, due to the e existing elevations at the building corner, the pavement would need to be adjusted to an unreasonble magnitude and would require a pavement adjustment that would potentially impact the entire intersection, which is unfeasible. the current design includes a pavement adjustment that keeps the same drainage patterns while still providing enough elevation at the curb depression to maximize the algebraic difference. For these reasons, this design alternative was no longer considered and the layout and design that provides maximum access was chosen.

Summary

PennDOT requirements dictate the following: max. ramp slope of 8.33%, max. landing area slope of 2.00% and max. transition sidewalk slope of 5.00% . Due to existing elevations and utilities in the area the ramp is noncompliant, however, the design complies to the maximum extent possible. Proposed for this location: a Type 1 Ramp, max. ramp slope of 10.5%, landing area slope of 3.5%, and transition sidewalk slope of 15.0%.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-(15th Street)-(15th Street)-(Montgomery Avenue)-(Montgomery Avenue)-1*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

Sheet 2 - Technically Infeasible Form

CS-4401 (6-17)

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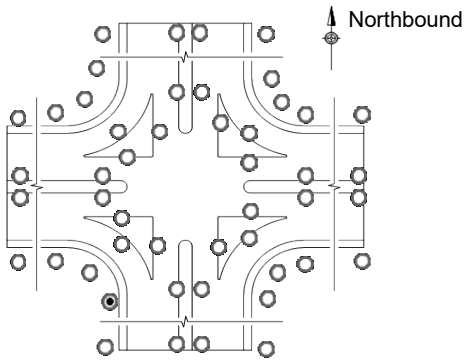
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	08	05	
Field Investigators 1		CLAIRE DINARDO			
Field Investigators 2		LAURA MOORE			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		3.70	%		
Cross Slope in Front of Ramp (Road Profile)		1.50	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	VERIZON	Alg Δ Grade	13.3	%	
Intersection Ramp # of #		1	2		
*Ramp Location (Use Figure Below)			17		
*Curb Ramp Type	Type 1				
*North Leg	17TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	CECIL B MOORE	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	17TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	CECIL B MOORE	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-17THSt-CECILBMOOREAve-17THSt-CECILBMOOREAve-2023-08-05-17-Type1
* Status	Current
Level of Service	Meets RC-67M

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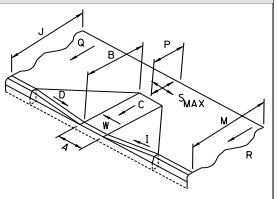
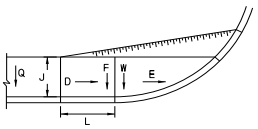
See the last tab of this workbook for instructions

TYPE 1



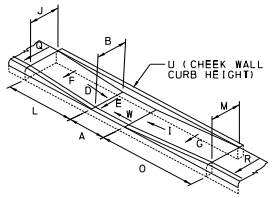
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



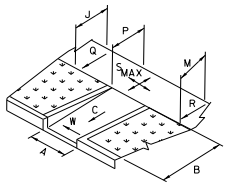
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



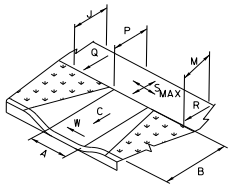
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



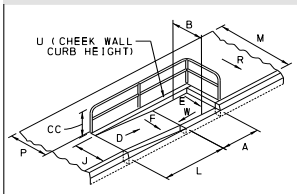
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



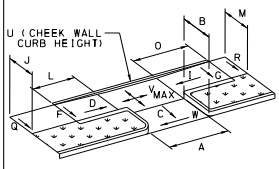
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



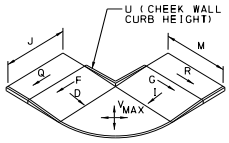
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



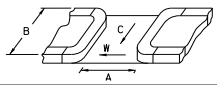
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

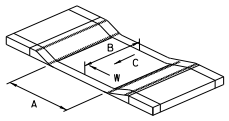


MAX ALG. CHANGE IN GRADE _____ %

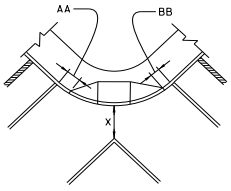
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	82	(IN)
*	C	9.60	(%)
*	D	10.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.20	(%)
*	J	124	(IN)
	K		(IN)
	L		(IN)
*	M	128	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.60	(%)
*	R	5.00	(%)
*	S	4.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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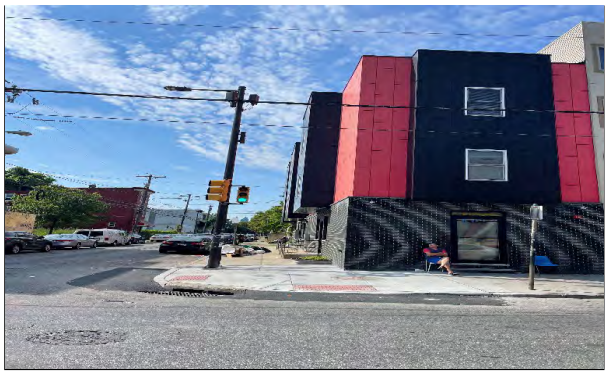
See the last tab of this workbook for instructions



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(02-09)

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Forward Completed Forms to District ADA Coordinators

Ramp 149-12
6th St
South St

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- (●) Curb Ramp
- ( ) Sidewalk
- ( ) Ped. Push Button
- ( ) Ped. Signal
- ( ) Other

Complete Section Below to ADD Location to Transition Plan

*Add Location to Transition Plan	( ) Yes ( ) No
Suggested Repair	N/A
Approx. Repair Costs	N/A
Actual Repair Costs	N/A
Actual Repair	N/A
Date Repaired	N/A

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [x] Grade Separations
- [x] Other 1 Existing elevations
- [ ] Other 2
- [ ] Other 3
- [ ] Other 4

General Information

*District:	06
*County:	Philadelphia
*Township/Boro:	Philadelphia City
Project ECMS #	N/A

Submitter Information

Submitted By:	John M. Robinson, P.E.
Submitter Company:	JMR Engineering, LLC
Street Address	106 Schubert Drive
City State Zip	Downingtown, PA 19335
Telephone	484-880-7342
*Date Submitted:	April 12, 2022

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] Other Utility Project

Pedestrian Traffic	(●) Yes	( ) No
Pedestrian Trip Generators	( ) Yes	(●) No
Safety Concerns	( ) Yes	(●) No
R9-3A "No Peds" Signs	( ) Yes	(●) No
Existing Crosswalk	( ) Yes	(●) No
Existing Sidewalk	(●) Yes	( ) No
Existing Push Buttons	( ) Yes	(●) No
ADT	N/A	

Location Identification

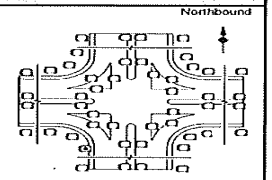
N. 17th St
**SR North - Segment, Offset*

N. 17th St
**SR South - Segment, Offset*

Cecil B. Moore Ave.
**SR East - Segment, Offset*

Cecil B. Moore Avenue
**SR West - Segment, Offset*

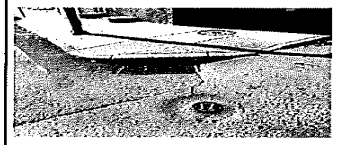
17
Location #



Investigated design alternatives	Why alternative was not selected
1) Move Ramp North	The transition slopes would still be uncompliant due to the ex. Inlet location,
2) Shorten Ramp	ramp and transition slopes would be uncompliant ramp due to exist. elevations.
3) Raise Face of Curb Elevations	runoff would be diverted away from the curb.

Alternative selected and description of what requirement is not met

The following requirements are not met for this Type 1 ramp: max. ramp & landing slopes of 8.3% & 2%, respectively. Due to the existing elevations and utilities, the ramp is noncompliant, however, the design complies to the maximum extent possible. The design proposes a type 1 ramp with longitudinal and landing slopes of 9.6% and 5%, respectively.



ADA Review Committee Recommendation

- (x) Approved
- ( ) Denied

ADA Review Committee Chair - Date 5/11/22

ADE of Design Approval Status

- ( ) Approved
- ( ) Denied

5/11/22
District ADE of Design - Date

TIF #: TIF-06-Philadelphia-Philadelphia City-(N. 17th St)-(N. 17th St)-(Cecil B. Moore Ave.)-(Cecil B. Moore Avenue)-17-Apr 12, 2022

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

Sheet 1 - Technically Infeasible Form

(Print with a PCL Driver)

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Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)

(02-09)

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ADA Technically Infeasible Form

Ramp 318-17
17th St
Cecil B Moore Ave

(Additional Explanation Sheet)

Investigated Design Alternative #1

Consideration was given to moving the ramp to the north; moving the ramp to the north to avoid the existing utilities and thus increase the distance to the building corner, would help with the ramp and landing slopes, however the transition slopes would exceed 8.3% making this option unfeasible. For this reason, this alternative was no longer considered and the layout and design that provides maximum access was chosen.

Investigated Design Alternative #2

Consideration was given to shortening the ramp. Making the ramp shorter to increase the distance between the building corner and the PECO MH would have the effect of making the transition slopes higher even if the algebraic difference is maximized. the shorter length would not allow for a significant enough increase to lower the slopes approaching the ramp. For these reasons, this alternative was no longer considered and the layout and design that provides maximum access was chosen.

Investigated Design Alternative #3

Consideration was given to raising the existing face of curb/pavement elevations; this alternative was not chosen because water runoff would be directed towards the intersection (away from inlet) also, due to the existing elevations at the building corner, the pavement would need to be adjusted to an unreasonable magnitude and would require a pavement adjustment that would potentially impact the entrance to the building which is undesirable. For these reasons, this design alternative was no longer considered and the layout and design that provides maximum access was chosen.

Summary

PennDOT requirements dictate the following: max. ramp & landing slopes of 8.33% & 2.00%, respectively. Due to existing elevations and utilities in the area the ramp is noncompliant, however, the design complies to the maximum extent possible. Proposed for this location: a Type 1 Ramp with a max. ramp slope of 9.6% and a max. landing slope of 5.0%.

TIF #:	*TIF-06-Philadelphia-Philadelphia City (N. 17th St.(N. 17th St.(Cecil B. Moore Ave.),(Cecil B. Moore Ave.))-1*
	*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

Sheet 2 - Technically Infeasible Form

(Print with a PCL Driver)

CS-4401 (6-17)

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See the last tab of this workbook for instructions

Scanned Inspection Form (TIFF set resolution to 200 DPI)

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Scanned Inspection Form Continued (TIFF set resolution to 200 DPI)

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Instructions

The Curb Ramp Inspection Form (CS-4401) will be used for the inspection of all altered curb ramps within the project limits to ensure compliance to PennDOT standards or the contract documents. This includes newly constructed curb ramps and existing curb ramps not reconstructed. Refer to Publication 13M - Design Manual Part 2, Chapter 6 for additional information on “alterations.”

A thorough and rigorous inspection to ensure an ADA compliant curb ramp must be completed. All newly constructed curb ramps or curb ramps located within the project limits must be inspected/measured in the field for compliance to RC-67M Standards. The slopes indicated in RC-67M are absolute maximum slopes. Only slopes that are equal to or less than the indicated slopes are acceptable.

Where fully meeting the RC-67M standards is “Technically Infeasible”, access must be provided to the maximum extent possible. When this occurs, curb ramps or other pedestrian facilities must be constructed in accordance with the contract documents. See Publication 13M - Design Manual Part 2, Chapter 6 for additional information on Technically Infeasible.

The Curb Ramp Inspection Form (CS-4401) will record all measurements and serve as a record that PennDOT has constructed the curb ramps to current standards or provided access to the maximum extent feasible. The form will contain the field measurements, pictures of the constructed curb ramps, and images of the Technically Infeasible Form (if applicable).

The completed form must be submitted electronically, **in EXCEL**, to the ADA Coordinator upon completion and acceptance of the curb ramp construction. The data from the form will be extracted into a database for record keeping purposes.

INSTRUCTIONS
Before you Begin:
When saving the file, use Excel Macro-Enabled Workbook format with a *.xlsm extension. Do not use a different file format.

The following tabs are included in the form:
Tab 1. Inspection Form
Tab 2. Inspection Form Continued
Tab 3. Pictures
Tab 4. Tech. Infeasible Form
Tab 5. Scanned Forms
Tab 6. Instructions

TAB 1 - INSPECTION FORM
All “blue filled” cells require information to be entered. Many cells have a drop down selection with a header.
The header is used for filling out a printed version. The header must be changed to the appropriate selection.
For example: “☐ No ☐ Yes” would be the header. Either “No” or “Yes” must be selected.

Date of Investigation
Enter the year, month, and day of the investigation (format yyyy mm dd).

Field Investigators
Insert the name(s) of the investigator(s).

Engineering District Code
Insert the engineering district code.

County Name
Insert the appropriate county. (The county code will automatically fill in once the appropriate county is selected).

Municipality Name
Insert the appropriate municipality name.
(The municipality code will automatically fill in once the appropriate municipality name is entered).

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Instructions

Construction Phase
Select the appropriate status of the curb ramp being investigated.

☐ Constructed. Select this phase for newly constructed curb ramps for inspection purposes.
☐ Existing-Survey. Select this phase for documenting existing curb ramps.
☐ Missing. Select this phase for documenting missing curb ramps.

Ramp Crosses
Select what type of roadway the ramp crosses or services.

Ramp Surface
Select ramp surface type (Brick, Concrete or Other). If “Other”, enter the surface type in the cell immediately to the right.

Surface Stable, Firm, and Slip Resistant
Indicate if the curb ramp surface is stable, firm, and slip resistant.

Elevation Differences > ¼”
Indicate if any vertical elevation differences between sections of sidewalk found anywhere on the curb ramp that are greater than 1/4” exist. If vertical elevation differences exist, measure to the nearest 1/16 of an inch. For example, if measured 1/2” enter “8” (8/16) on the form, or if measured 2” enter 32 (32/16) in the form.

Grate Openings or Gaps > ½”
Indicate if any grate openings or gaps greater than 1/2” are located within the immediate pedestrian path. If horizontal gaps exist, measure to the nearest 1/16 of an inch. For example, if measured 1/2” enter “8” (8/16) on the form, or if measured 2” enter 32 (32/16) on the form.

Utilities in Path of Travel
Indicate if there are any utilities that obstruct the path of travel.

Water Ponding in Path of Travel
Indicate if any water ponding exists within the travel path of the curb ramp.

Detectable Warning Surface (DWS)
Indicate if a detectable warning surface is present.

DWS Type
If “Yes” is answered in previous question, indicate what type of DWS is present. If “Other”, fill in the cell to the right to indicate what type of DWS is being used.

Pedestrian Crossings
Indicate if a pedestrian crossing exists. If a pedestrian crossing does not exist, a curb ramp is not needed. The crossing may be marked or unmarked. If “Yes”, the cell to the right will become highlighted with blue fill, requiring it to be completed.
☐ Single Ramp with Single Cross Walk
☐ Single Ramp with Double Cross Walk

Ramp at Stop or Yield Controlled Crosswalk
Indicate if the ramp serves a Stop or Yield controlled crosswalk.

Ramp Leads to Accessible Path
Indicate if the ramp leads to an accessible path, such as a sidewalk or a pedestrian pushbutton.

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Instructions

Longitudinal / Cross Slope in Front of Ramp
Enter the longitudinal and cross slope values (as a percentage) in the appropriate cells. The longitudinal slope is equal to the slope parallel to the direction of the ramp (in the street); the cross slope is equal to the slope perpendicular to the direction of the ramp (in the street).

Turning Maneuver in Street
Indicate if pedestrians must perform turning maneuvers in the street. If “Yes”, a landing is required in the street.

Turning Maneuver at Top of Ramp (Smax)
Indicate if pedestrians must perform turning maneuvers at the top of the ramp. If “Yes”, Smax is required.

ECMS #
Enter the ECMS # for the project that altered the curb ramp.

Algebraic Δ Grade (Algebraic Change in Grade)
Enter the maximum algebraic change between the ramp slope and roadway slope (as a percentage).

Intersection Ramp # of #
Enter the number for the ramp being investigated followed by the total number of ramps being investigated at the intersection. For example, if the ramp at the intersection of Ramp “X” of “Y” is being investigated, “Y” is the total number of the ramps at the intersection and “X” is the number assigned to the specific ramp being investigated.

Ramp Location
Using the intersection figure shown, select the appropriate button for which the investigated curb ramp is located.

North Leg/North Leg Description
Include the name of the roadway (if applicable) for the northbound roadway. Then directly below that cell, indicate the type of roadway (state route, boulevard, road, street, etc.). If the roadway is a state route number (format: 0000), also include the Segment # (format: 0000) and Offset # (format: 0000) of the intersection. If the roadway is a local road, include the name of the local road and description.
Complete this for all legs of the intersection.

	North Leg	Description	Segment	Offset
Example 1:	00016	SR	0010	0020
Example 2:	Oak	ST	n/a	n/a

Curb Ramp Type
Indicate the type of ramp being investigated. Depending on curb ramp type, complete all of the required dimensions on Tab 2 - Inspection Form Continued. Each cell is color-coded to indicate whether the information entered meets RC-67M. If data is entered and the cell becomes highlighted with green fill, the data meets RC-67M. If the cell becomes highlighted with red fill, the data does not meet RC-67M. If the cell becomes highlighted with yellow fill, the data does not match RC-67M but this may be due to tie-ins with the existing site. The chart located to the right of the data entry form indicates the minimum measurement requirements (compliance check).

Accessible Pedestrian Push Buttons
Indicate if pedestrian push buttons are accessible.

Asset #
The Asset Number will be automatically completed as information is entered into the data entry form.

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Instructions

Status
Select the status of the curb ramp.
☐ Current. The curb ramp is an active curb ramp.
☐ Archive. The curb ramp has been removed/replaced and is no longer in use.

Level of Service
Once the curb ramp is inspected and reviewed, indicate the level of service:
☐ Meets RC-67M (compliant)
☐ Constructed per contract documents (compliant)
☐ Ex - Provides Maximum Access (compliant)
☐ Non-Compliant

TAB 2 - INSPECTION FORM CONTINUED
Indicate the type of ramp being investigated using the curb ramp diagrams. Depending on curb ramp type, complete all of the required dimensions “A” through “CC”. Each cell is color-coded to indicate whether the information entered meets RC-67M. Use “999” or -999” for measurements that are not applicable.

TAB 3 - PICTURES TAB
Click on the “Insert Picture #” button to insert the appropriate picture.

TAB 4 - TECH. INFEASIBLE FORM TAB (IF APPLICABLE)
If used, click on “Insert Tech Infeasible Form Sheet 1” button to insert the Technically Infeasible Form image. Repeat this process for the second image of the Technically Infeasible Form. Contact the PennDOT project manager to obtain image files of the Technically Infeasible Form.

TAB 5 - SCANNED FORMS TAB (IF APPLICABLE)
If the Inspection Form is printed and used to collect measurements, the form must be scanned as an image and inserted into the appropriate location. Click on the “Insert Scanned Inspection Form” button to insert the first page. Repeat this process for the second page. Scanning: It has been determined that a TIFF file format at 200 DPI produces a clear image at a reasonable file size.

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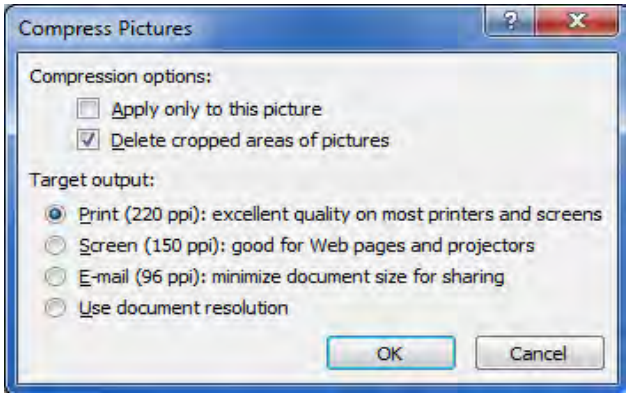
Instructions

TAB 6 - INSTRUCTIONS
Use this tab as a quick reference to the instructions.

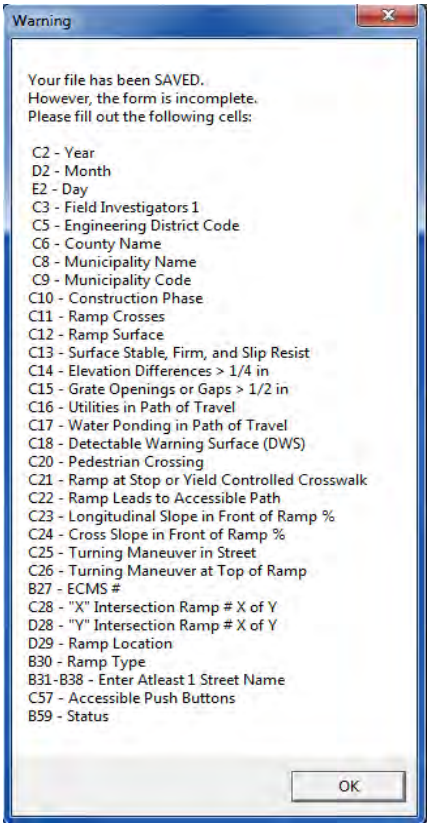
SUBMISSION
Perform the following for submission.

Reduce Image Size
To keep file size to a minimum, select a picture:
1. Go to the Format tab
2. Select Compress Pictures
3. Uncheck "Apply only to this picture"
4. Select Print (220 ppi)
5. Click OK



Save File
When saving, use Excel Macro-Enabled Workbook format with a *.xlsm extension. Do not use a different file format. If all the cells are not completed, a warning message will appear. The work has been saved, but the file is not complete. Fill in remaining cells and resave.

Send file to ADA Coordinator
Upon completion of the form, submit files in Excel Macro-Enabled Workbook format to the ADA Coordinator. Incomplete forms will be returned.



CS-4401 (6-17)

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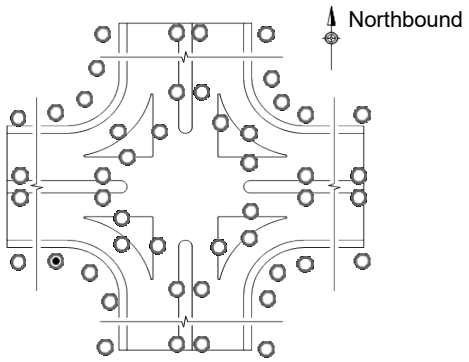
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	08	05	
Field Investigators 1		CLAIRE DINARDO			
Field Investigators 2		LAURA MOORE			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		2.90	%		
Cross Slope in Front of Ramp (Road Profile)		1.20	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	VERIZON	Alg Δ Grade	13.3	%	
Intersection Ramp # of #		1	2		
*Ramp Location (Use Figure Below)			19		
*Curb Ramp Type	Type 1				
*North Leg	17TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	CECIL B MOORE	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	17TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	CECIL B MOORE	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-17THSt-CECILBMOOREAve-17THSt-CECILBMOOREAve-2023-08-05-19-Type1
* Status	Current
Level of Service	Meets RC-67M

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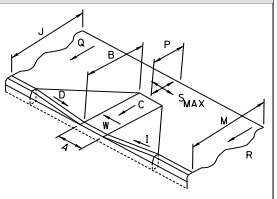
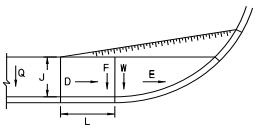
See the last tab of this workbook for instructions

TYPE 1



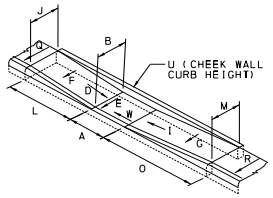
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



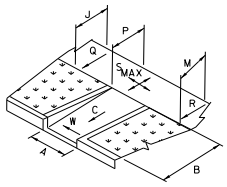
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



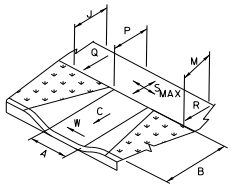
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



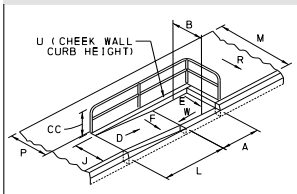
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



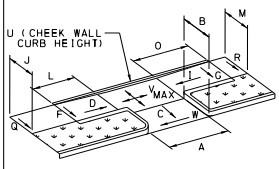
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



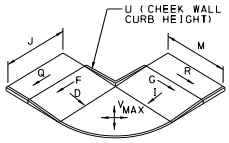
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



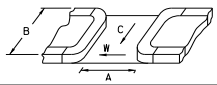
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

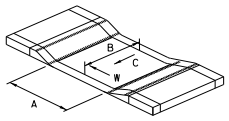


MAX ALG. CHANGE IN GRADE _____ %

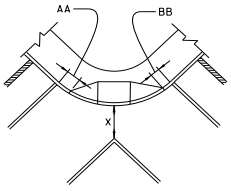
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	78	(IN)
*	C	10.40	(%)
*	D	3.20	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	8.80	(%)
*	J	128	(IN)
	K		(IN)
	L		(IN)
*	M	124	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	5.00	(%)
*	R	1.60	(%)
*	S	4.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

C-06-101-60000-17THSt-CECILBMOOREAve-17THSt-CECILBMOOREAve-2023-08-05-19-Type1

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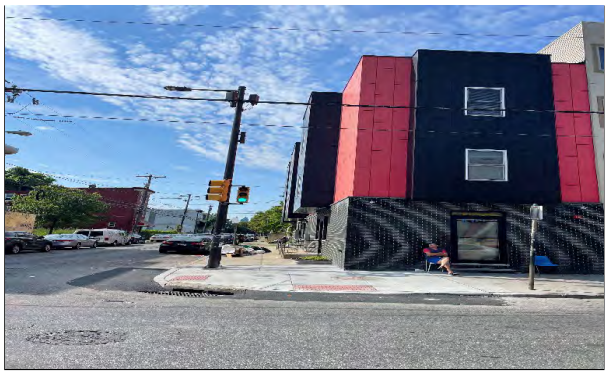
See the last tab of this workbook for instructions



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

(02-09)

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Forward Completed Forms to District ADA Coordinators

Ramp 149-12
6th St
South St

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- (●) Curb Ramp
- ( ) Sidewalk
- ( ) Ped. Push Button
- ( ) Ped. Signal
- ( ) Other

Complete Section Below to ADD Location to Transition Plan

*Add Location to Transition Plan	( ) Yes ( ) No
Suggested Repair	N/A
Approx. Repair Costs	N/A
Actual Repair Costs	N/A
Actual Repair	N/A
Date Repaired	N/A

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [x] Grade Separations
- [x] Other 1 Existing elevations
- [ ] Other 2
- [ ] Other 3
- [ ] Other 4

General Information

*District:	06
*County:	Philadelphia
*Township/Boro:	Philadelphia City
Project ECMS #	N/A

Submitter Information

Submitted By:	John M. Robinson, P.E.
Submitter Company:	JMR Engineering, LLC
Street Address	106 Schubert Drive
City State Zip	Downingtown, PA 19335
Telephone	484-880-7342
*Date Submitted:	April 12, 2022

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] Other Utility Project

Pedestrian Traffic	(●) Yes	( ) No
Pedestrian Trip Generators	( ) Yes	(●) No
Safety Concerns	( ) Yes	(●) No
R9-3A "No Peds" Signs	( ) Yes	(●) No
Existing Crosswalk	( ) Yes	(●) No
Existing Sidewalk	(●) Yes	( ) No
Existing Push Buttons	( ) Yes	(●) No
ADT	N/A	

Location Identification

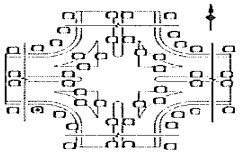
N. 17th St
**SR North - Segment, Offset*

N. 17th St
**SR South - Segment, Offset*

Cecil B. Moore Ave.
**SR East - Segment, Offset*

Cecil B. Moore Avenue
**SR West - Segment, Offset*

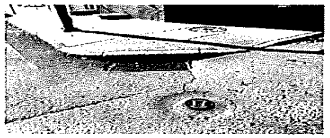
19
Location #



Investigated design alternatives	Why alternative was not selected
1) Move Ramp West	The transition slopes would be uncompliant since sidewalk increases west.
2) Shorten Ramp	ramp and transition slopes would be uncompliant due to exist. elevations.
3) Raise Face of Curb Elevations	runoff would be diverted away from the curb.

Alternative selected and description of what requirement is not met

The following requirements are not met for this Type 1 ramp: max. ramp & landing slopes of 8.3% & 2%, respectively. Due to the existing elevations and utilities, the ramp is noncompliant, however, the design complies to the maximum extent possible. The design proposes a type 1 ramp with longitudinal and landing slopes of 10.4% and 5%, respectively.



ADA Review Committee Recommendation

- (●) Approved
- ( ) Denied

ADA Review Committee Chair - Date 5/11/22

ADE of Design Approval Status

- ( ) Approved
- ( ) Denied

5/11/22
District ADE of Design - Date

TIF #: TIF-06-Philadelphia-Philadelphia City-(N. 17th St)-(N. 17th St)-(Cecil B. Moore Ave.)-(Cecil B. Moore Avenue)-19-Apr 12, 2022

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

Sheet 1 - Technically Infeasible Form

(Print with a PCL Driver)

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Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)

(02-09)

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ADA Technically Infeasible Form

Ramp 318-19
17th St
Cecil B. Moore Ave

(Additional Explanation Sheet)

Investigated Design Alternative #1

Consideration was given to moving the ramp to the west, moving the ramp to the west to, would help with the ramp and landing slopes, however the transition slopes would exceed 8.3% due to the sidewalk elevation along the building increasing west therefore this option does not improve the slopes approaching the ramp. For this reason, this alternative was no longer considered and the layout and design that provides maximum access was chosen.

Investigated Design Alternative #2

Consideration was given to shortening the ramp. Making the ramp shorter to increase the distance between the building corner would have the effect of making the transition slopes higher even if the algebraic difference is maximized, the shorter length would not allow for a significant enough increase to lower the slopes approaching the ramp. For these reasons, this alternative was no longer considered and the layout and design that provides maximum access was chosen.

Investigated Design Alternative #3

Consideration was given to raising the existing face of curb/pavement elevations; this alternative was not chosen because water runoff would be directed towards the intersection (away from inlet). also, due to the existing elevations at the building corner, the pavement would need to be adjusted to an unreasonable magnitude and would require a pavement adjustment that would potentially impact the entire intersection, which is unfeasible. For these reasons, this design alternative was no longer considered and the layout and design that provides maximum access was chosen.

Summary

PennDOT requirements dictate the following: max. ramp and landing slopes of 8.33% and 2.00%, respectively. Due to existing elevations and utilities in the area the ramp is noncompliant, however, the design complies to the maximum extent possible. Proposed for this location: a Type 1 Ramp with a max. ramp slope of 10.4% and max. landing slope of 2.0%.

TIF #: *(TIF-06-Philadelphia-Philadelphia City-(N, 17th St)-(N, 17th St)-(Cecil B. Moore Ave)-(Cecil B. Moore Avenue)-1 (TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

Sheet 2 - Technically Infeasible Form

(Print with a PCL Driver)

CS-4401 (6-17)

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See the last tab of this workbook for instructions

Scanned Inspection Form (TIFF set resolution to 200 DPI)

CS-4401 (6-17)

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Scanned Inspection Form Continued (TIFF set resolution to 200 DPI)

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Instructions

The Curb Ramp Inspection Form (CS-4401) will be used for the inspection of all altered curb ramps within the project limits to ensure compliance to PennDOT standards or the contract documents. This includes newly constructed curb ramps and existing curb ramps not reconstructed. Refer to Publication 13M - Design Manual Part 2, Chapter 6 for additional information on “alterations.”

A thorough and rigorous inspection to ensure an ADA compliant curb ramp must be completed. All newly constructed curb ramps or curb ramps located within the project limits must be inspected/measured in the field for compliance to RC-67M Standards. The slopes indicated in RC-67M are absolute maximum slopes. Only slopes that are equal to or less than the indicated slopes are acceptable.

Where fully meeting the RC-67M standards is “Technically Infeasible”, access must be provided to the maximum extent possible. When this occurs, curb ramps or other pedestrian facilities must be constructed in accordance with the contract documents. See Publication 13M - Design Manual Part 2, Chapter 6 for additional information on Technically Infeasible.

The Curb Ramp Inspection Form (CS-4401) will record all measurements and serve as a record that PennDOT has constructed the curb ramps to current standards or provided access to the maximum extent feasible. The form will contain the field measurements, pictures of the constructed curb ramps, and images of the Technically Infeasible Form (if applicable).

The completed form must be submitted electronically, **in EXCEL**, to the ADA Coordinator upon completion and acceptance of the curb ramp construction. The data from the form will be extracted into a database for record keeping purposes.

INSTRUCTIONS
Before you Begin:
When saving the file, use Excel Macro-Enabled Workbook format with a *.xlsm extension. Do not use a different file format.

The following tabs are included in the form:
Tab 1. Inspection Form
Tab 2. Inspection Form Continued
Tab 3. Pictures
Tab 4. Tech. Infeasible Form
Tab 5. Scanned Forms
Tab 6. Instructions

TAB 1 - INSPECTION FORM
All “blue filled” cells require information to be entered. Many cells have a drop down selection with a header.
The header is used for filling out a printed version. The header must be changed to the appropriate selection.
For example: “☐ No ☐ Yes” would be the header. Either “No” or “Yes” must be selected.

Date of Investigation
Enter the year, month, and day of the investigation (format yyyy mm dd).

Field Investigators
Insert the name(s) of the investigator(s).

Engineering District Code
Insert the engineering district code.

County Name
Insert the appropriate county. (The county code will automatically fill in once the appropriate county is selected).

Municipality Name
Insert the appropriate municipality name.
(The municipality code will automatically fill in once the appropriate municipality name is entered).

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Instructions

Construction Phase
Select the appropriate status of the curb ramp being investigated.

☐ Constructed. Select this phase for newly constructed curb ramps for inspection purposes.
☐ Existing-Survey. Select this phase for documenting existing curb ramps.
☐ Missing. Select this phase for documenting missing curb ramps.

Ramp Crosses
Select what type of roadway the ramp crosses or services.

Ramp Surface
Select ramp surface type (Brick, Concrete or Other). If “Other”, enter the surface type in the cell immediately to the right.

Surface Stable, Firm, and Slip Resistant
Indicate if the curb ramp surface is stable, firm, and slip resistant.

Elevation Differences > ¼”
Indicate if any vertical elevation differences between sections of sidewalk found anywhere on the curb ramp that are greater than 1/4” exist. If vertical elevation differences exist, measure to the nearest 1/16 of an inch. For example, if measured 1/2” enter “8” (8/16) on the form, or if measured 2” enter 32 (32/16) in the form.

Grate Openings or Gaps > ½”
Indicate if any grate openings or gaps greater than 1/2” are located within the immediate pedestrian path. If horizontal gaps exist, measure to the nearest 1/16 of an inch. For example, if measured 1/2” enter “8” (8/16) on the form, or if measured 2” enter 32 (32/16) on the form.

Utilities in Path of Travel
Indicate if there are any utilities that obstruct the path of travel.

Water Ponding in Path of Travel
Indicate if any water ponding exists within the travel path of the curb ramp.

Detectable Warning Surface (DWS)
Indicate if a detectable warning surface is present.

DWS Type
If “Yes” is answered in previous question, indicate what type of DWS is present. If “Other”, fill in the cell to the right to indicate what type of DWS is being used.

Pedestrian Crossings
Indicate if a pedestrian crossing exists. If a pedestrian crossing does not exist, a curb ramp is not needed. The crossing may be marked or unmarked. If “Yes”, the cell to the right will become highlighted with blue fill, requiring it to be completed.
☐ Single Ramp with Single Cross Walk
☐ Single Ramp with Double Cross Walk

Ramp at Stop or Yield Controlled Crosswalk
Indicate if the ramp serves a Stop or Yield controlled crosswalk.

Ramp Leads to Accessible Path
Indicate if the ramp leads to an accessible path, such as a sidewalk or a pedestrian pushbutton.

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Instructions

Longitudinal / Cross Slope in Front of Ramp
Enter the longitudinal and cross slope values (as a percentage) in the appropriate cells. The longitudinal slope is equal to the slope parallel to the direction of the ramp (in the street); the cross slope is equal to the slope perpendicular to the direction of the ramp (in the street).

Turning Maneuver in Street
Indicate if pedestrians must perform turning maneuvers in the street. If “Yes”, a landing is required in the street.

Turning Maneuver at Top of Ramp (Smax)
Indicate if pedestrians must perform turning maneuvers at the top of the ramp. If “Yes”, Smax is required.

ECMS #
Enter the ECMS # for the project that altered the curb ramp.

Algebraic Δ Grade (Algebraic Change in Grade)
Enter the maximum algebraic change between the ramp slope and roadway slope (as a percentage).

Intersection Ramp # of #
Enter the number for the ramp being investigated followed by the total number of ramps being investigated at the intersection. For example, if the ramp at the intersection of Ramp “X” of “Y” is being investigated, “Y” is the total number of the ramps at the intersection and “X” is the number assigned to the specific ramp being investigated.

Ramp Location
Using the intersection figure shown, select the appropriate button for which the investigated curb ramp is located.

North Leg/North Leg Description
Include the name of the roadway (if applicable) for the northbound roadway. Then directly below that cell, indicate the type of roadway (state route, boulevard, road, street, etc.). If the roadway is a state route number (format: 0000), also include the Segment # (format: 0000) and Offset # (format: 0000) of the intersection. If the roadway is a local road, include the name of the local road and description.
Complete this for all legs of the intersection.

	North Leg	Description	Segment	Offset
Example 1:	00016	SR	0010	0020
Example 2:	Oak	ST	n/a	n/a

Curb Ramp Type
Indicate the type of ramp being investigated. Depending on curb ramp type, complete all of the required dimensions on Tab 2 - Inspection Form Continued. Each cell is color-coded to indicate whether the information entered meets RC-67M. If data is entered and the cell becomes highlighted with green fill, the data meets RC-67M. If the cell becomes highlighted with red fill, the data does not meet RC-67M. If the cell becomes highlighted with yellow fill, the data does not match RC-67M but this may be due to tie-ins with the existing site. The chart located to the right of the data entry form indicates the minimum measurement requirements (compliance check).

Accessible Pedestrian Push Buttons
Indicate if pedestrian push buttons are accessible.

Asset #
The Asset Number will be automatically completed as information is entered into the data entry form.

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Instructions

Status
Select the status of the curb ramp.
☐ Current. The curb ramp is an active curb ramp.
☐ Archive. The curb ramp has been removed/replaced and is no longer in use.

Level of Service
Once the curb ramp is inspected and reviewed, indicate the level of service:
☐ Meets RC-67M (compliant)
☐ Constructed per contract documents (compliant)
☐ Ex - Provides Maximum Access (compliant)
☐ Non-Compliant

TAB 2 - INSPECTION FORM CONTINUED
Indicate the type of ramp being investigated using the curb ramp diagrams. Depending on curb ramp type, complete all of the required dimensions “A” through “CC”. Each cell is color-coded to indicate whether the information entered meets RC-67M. Use “999” or -999” for measurements that are not applicable.

TAB 3 - PICTURES TAB
Click on the “Insert Picture #” button to insert the appropriate picture.

TAB 4 - TECH. INFEASIBLE FORM TAB (IF APPLICABLE)
If used, click on “Insert Tech Infeasible Form Sheet 1” button to insert the Technically Infeasible Form image. Repeat this process for the second image of the Technically Infeasible Form. Contact the PennDOT project manager to obtain image files of the Technically Infeasible Form.

TAB 5 - SCANNED FORMS TAB (IF APPLICABLE)
If the Inspection Form is printed and used to collect measurements, the form must be scanned as an image and inserted into the appropriate location. Click on the “Insert Scanned Inspection Form” button to insert the first page. Repeat this process for the second page. Scanning: It has been determined that a TIFF file format at 200 DPI produces a clear image at a reasonable file size.

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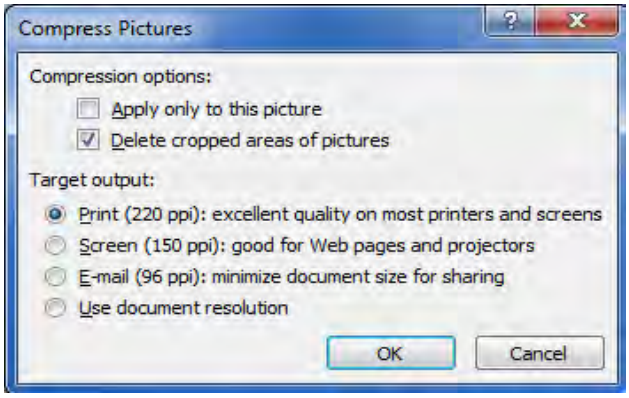
Instructions

TAB 6 - INSTRUCTIONS
Use this tab as a quick reference to the instructions.

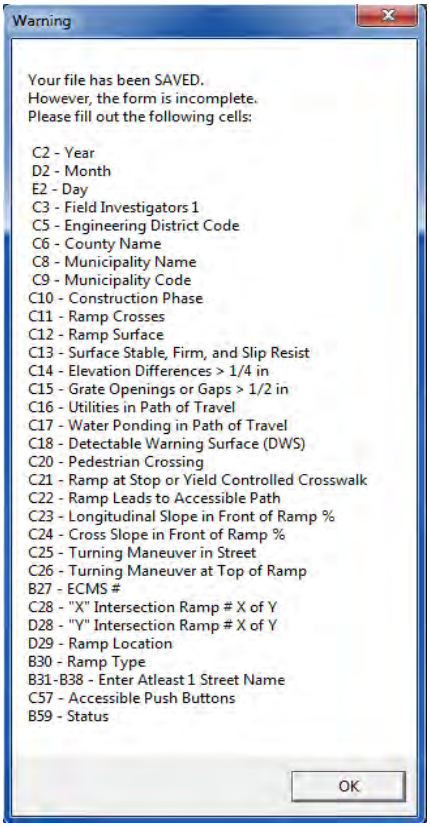
SUBMISSION
Perform the following for submission.

Reduce Image Size
To keep file size to a minimum, select a picture:
1. Go to the Format tab
2. Select Compress Pictures
3. Uncheck "Apply only to this picture"
4. Select Print (220 ppi)
5. Click OK



Save File
When saving, use Excel Macro-Enabled Workbook format with a *.xlsm extension. Do not use a different file format. If all the cells are not completed, a warning message will appear. The work has been saved, but the file is not complete. Fill in remaining cells and resave.

Send file to ADA Coordinator
Upon completion of the form, submit files in Excel Macro-Enabled Workbook format to the ADA Coordinator. Incomplete forms will be returned.



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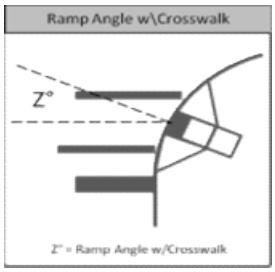
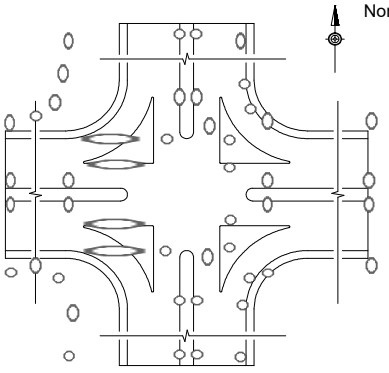
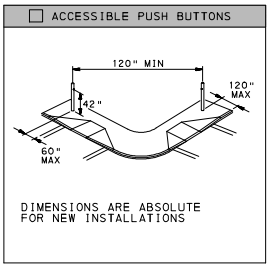
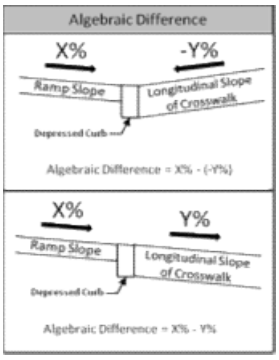
BLOOMFIELD AVE & PINE RD, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2023	08	25		
Designer 1	JJA JJA				
Designer 2	na na				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	2.20	%	2.40	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		8	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	5.0		
Intersection Ramp # of #	1	4			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 4A				
*North Leg	PINE	(segment)	(offset)		
*North Leg Desc.					
*East Leg	BLOOMFIELD	(segment)	(offset)		
*East Leg Desc.					
*South Leg	PINE	(segment)	(offset)		
*South Leg Desc.					
*West Leg		(segment)	(offset)		
*West Leg Desc.					
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-PINE-BLOOMFIELD-PINE-2023-08-25-9-Type4A				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

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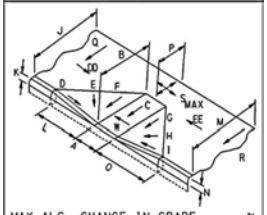
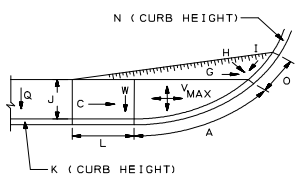
BLOOMFIELD AVE & PINE RD, PennDOT Location
ID # 9

☐ TYPE 1



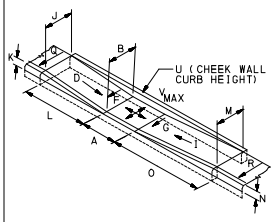
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



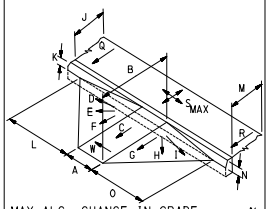
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



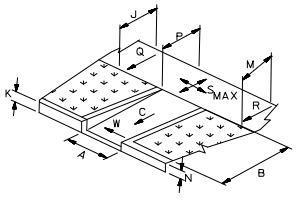
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



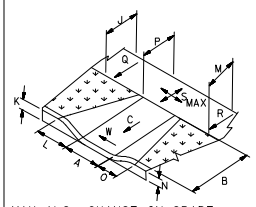
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



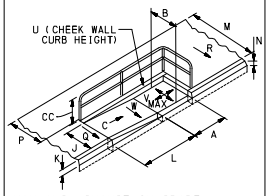
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



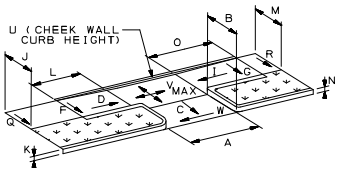
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



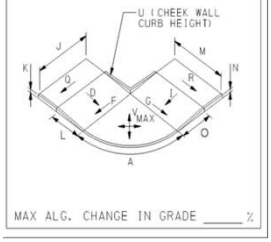
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



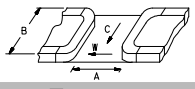
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

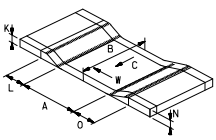
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	52	(IN)	
*	C	6.00	(%)	
*	D		(%)	
	E		(%)	
*	F		(%)	
*	G		(%)	
	H		(%)	
*	I		(%)	
*	J	999	(IN)	no sidewalk
	K	4	(IN)	
	L	60	(IN)	
*	M	60	(IN)	
	N	3	(IN)	
	O	36	(IN)	
*	P	48	(IN)	
*	Q	999	(%)	no left sidewalk
*	R	2.80	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.80	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	48	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD		(%)	
*	EE		(%)	

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

C-06-101-60000-PINE-BLOOMFIELD-PINE-2023-08-25-9-Type4A

pennsylvania
DEPARTMENT OF TRANSPORTATION

BLOOMFIELD AVE & PINE RD, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

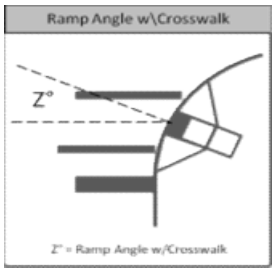
Insert Picture 6

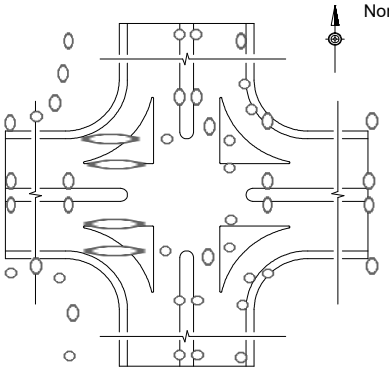
pennsylvania DEPARTMENT OF TRANSPORTATION

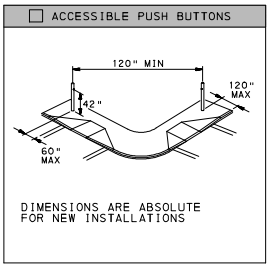
BLOOMFIELD AVE & PINE RD, PennDOT Location
ID # 12

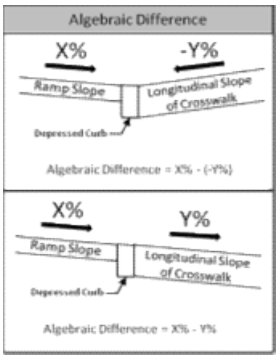
*Date of Design (yyyy mm dd)	2023	08	25		
Designer 1	JJA JJA				
Designer 2	na na				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	3.70	%	1.10	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	4.6		
Intersection Ramp # of #	2	4			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				

*North Leg	PINE	(segment)	(offset)
*North Leg Desc.	Rd		
*East Leg	BLOOMFIELD	(segment)	(offset)
*East Leg Desc.			
*South Leg	PINE	(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		







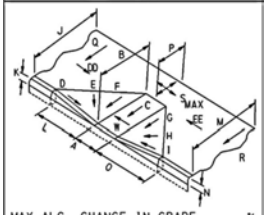


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-PINERd-BLOOMFIELD-PINE-2023-08-25-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

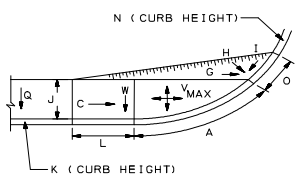
BLOOMFIELD AVE & PINE RD, PennDOT Location
ID # 12

☐ TYPE 1



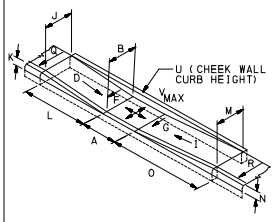
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



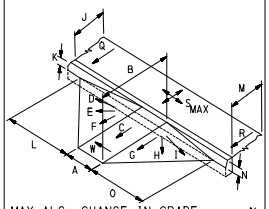
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



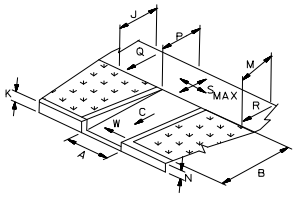
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



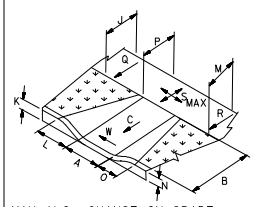
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



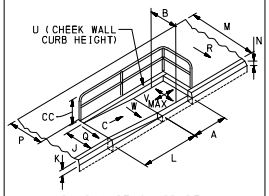
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



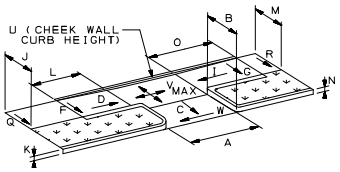
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



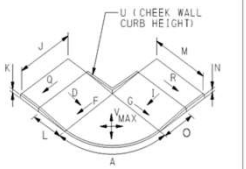
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



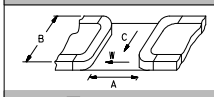
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

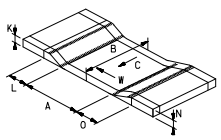
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	61	(IN)
*	C	2.30	(%)
*	D	1.80	(%)
	E	2.80	(%)
*	F	2.50	(%)
*	G	2.10	(%)
	H	1.90	(%)
*	I	1.50	(%)
*	J	85	(IN)
	K	2	(IN)
	L	66	(IN)
*	M	90	(IN)
	N	2	(IN)
	O	55	(IN)
*	P	48	(IN)
*	Q	1.20	(%)
*	R	2.00	(%)
*	S	1.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	120	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.30	(%)
*	EE	2.00	(%)

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	0.50	(%)

Comments

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DEPARTMENT OF TRANSPORTATION

BLOOMFIELD AVE & PINE RD, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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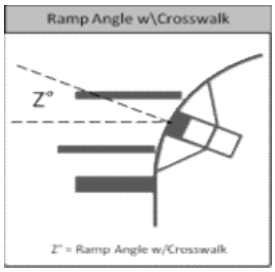
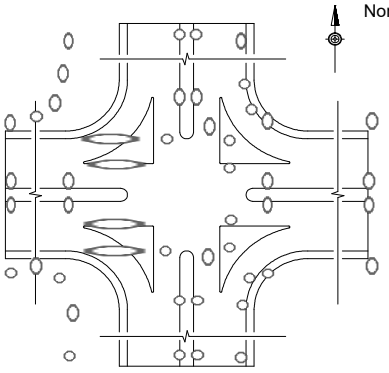
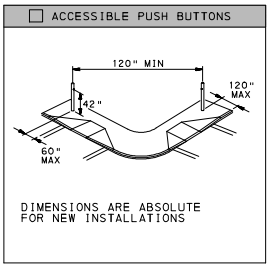
BLOOMFIELD AVE & PINE RD, PennDOT Location
ID # 14

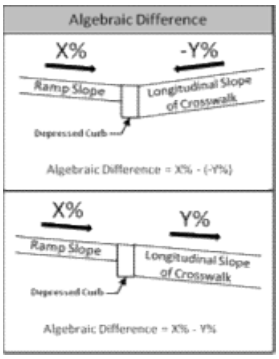
*Date of Design (yyyy mm dd)	2023	08	25		
Designer 1	na JJA				
Designer 2	na na				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	2.20	%	1.60	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		5	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	7.0		
Intersection Ramp # of #	3	4			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				

*North Leg	PINE	(segment)	(offset)
*North Leg Desc.	Rd		
*East Leg	BLOOMFIELD	(segment)	(offset)
*East Leg Desc.			
*South Leg	PINE	(segment)	(offset)
*South Leg Desc.			
*West Leg	BLOOMFIELD	(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		







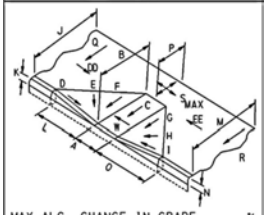


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-PINERd-BLOOMFIELD-PINE-BLOOMFIELD-2023-08-25-14-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

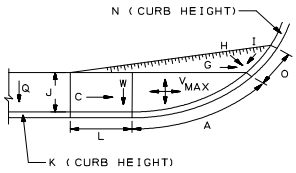
BLOOMFIELD AVE & PINE RD, PennDOT Location
ID # 14

☐ TYPE 1



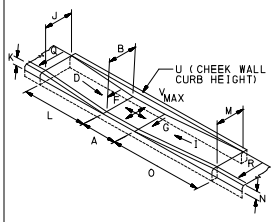
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



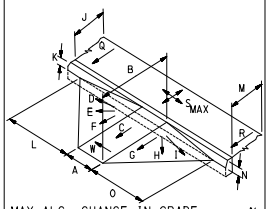
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



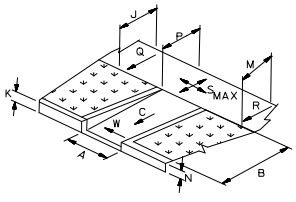
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



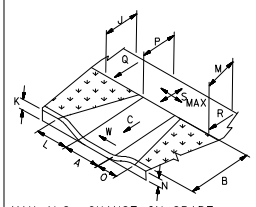
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



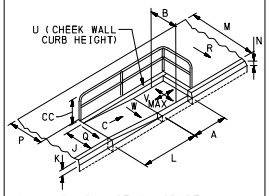
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



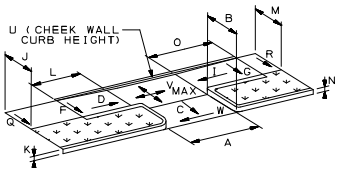
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



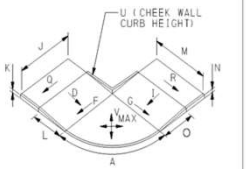
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



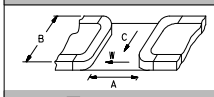
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

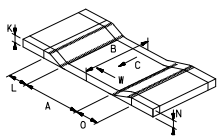
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	55	(IN)
*	C	7.00	(%)
*	D	6.20	(%)
	E	7.80	(%)
*	F	6.40	(%)
*	G	4.40	(%)
	H	6.50	(%)
*	I	4.60	(%)
*	J	85	(IN)
	K	2	(IN)
	L	55	(IN)
*	M	90	(IN)
	N	3	(IN)
	O	48	(IN)
*	P	48	(IN)
*	Q	1.20	(%)
*	R	2.00	(%)
*	S	1.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	120	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.30	(%)
*	EE	2.00	(%)

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	4.50	(%)

Comments

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DEPARTMENT OF TRANSPORTATION

BLOOMFIELD AVE & PINE RD, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

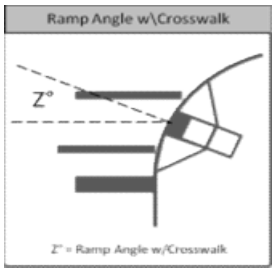
Insert Picture 3

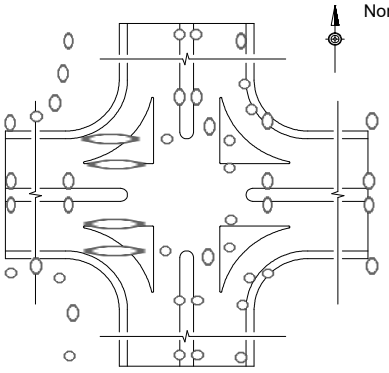
Insert Picture 6

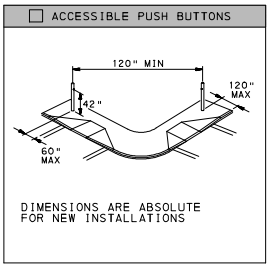
pennsylvania DEPARTMENT OF TRANSPORTATION

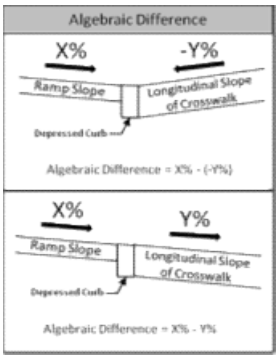
BLOOMFIELD AVE & PINE RD, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2023	08	25		
Designer 1	JJA JJA				
Designer 2	na na				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	4				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	1.10	%	3.90	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		5	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	7.2		
Intersection Ramp # of #	4	4			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 4A				
*North Leg	PINE	(segment)	(offset)		
*North Leg Desc.	Rd				
*East Leg	BLOOMFIELD	(segment)	(offset)		
*East Leg Desc.					
*South Leg	PINE	(segment)	(offset)		
*South Leg Desc.					
*West Leg		(segment)	(offset)		
*West Leg Desc.					
Ramp Coordinates	Latitude				
	Longitude				







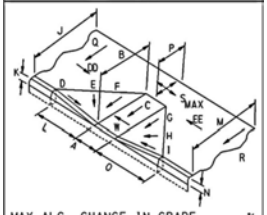


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-PINERd-BLOOMFIELD-PINE-2023-08-25-17-Type4A		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

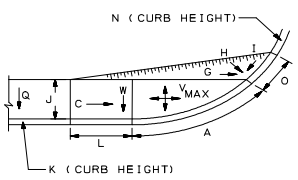
BLOOMFIELD AVE & PINE RD, PennDOT Location
ID # 17

☐ TYPE 1



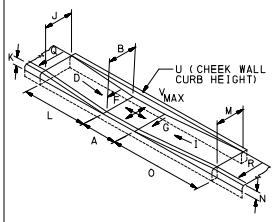
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



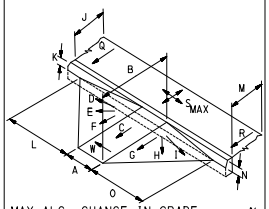
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



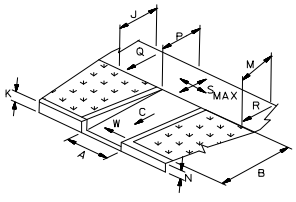
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



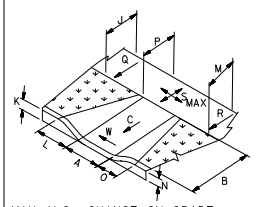
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



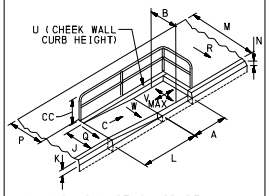
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



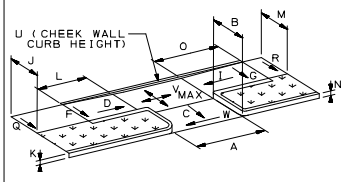
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



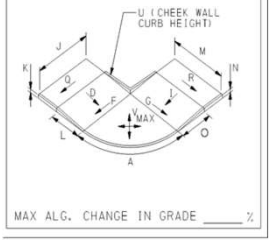
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



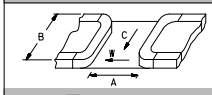
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

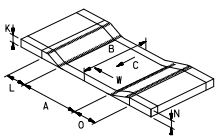
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	31	(IN)	
*	C	7.10	(%)	
*	D		(%)	
	E		(%)	
*	F		(%)	
*	G		(%)	
	H		(%)	
*	I		(%)	
*	J	999	(IN)	no sidewalk
	K	6	(IN)	
	L	36	(IN)	
*	M	999	(IN)	no sidewalk
	N	6	(IN)	
	O	36	(IN)	
*	P	49	(IN)	
*	Q	99.00	(%)	no sidewalk
*	R	99.00	(%)	no sidewalk
*	S	1.90	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.50	(%)	
*	X		(IN)	
*	Y	120	(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	144	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD		(%)	
*	EE		(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

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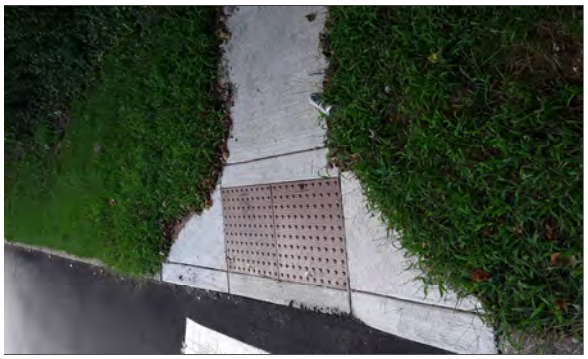
DEPARTMENT OF TRANSPORTATION

BLOOMFIELD AVE & PINE RD, PennDOT Location ID # 17



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

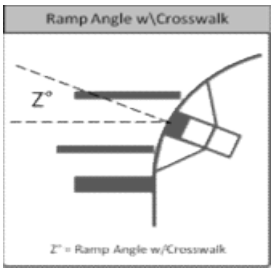
Insert Picture 3

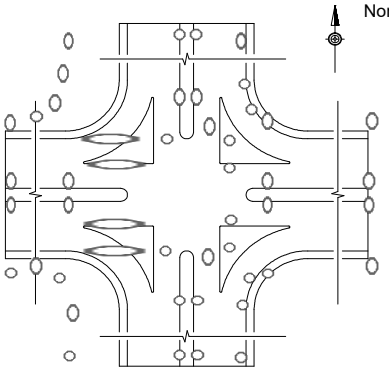
Insert Picture 6

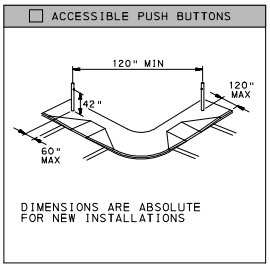
pennsylvania DEPARTMENT OF TRANSPORTATION

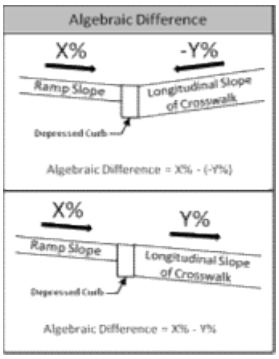
PARKHOLLOW LN & PINE RD, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2023	08	25			
Designer 1	Bryan Fleming Eric Long					
Designer 2	na JJA					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	5					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.60	%	1.70	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		8	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.4			
Intersection Ramp # of #		1	2			
*Ramp Location (Use Figure Below)			09			
*Curb Ramp Type	Type 4A					
*North Leg	PINE	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	PARKHOLLOW	(segment)	(offset)			
*East Leg Desc.	Rd					
*South Leg	PINE	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg		(segment)	(offset)			
*West Leg Desc.						
Ramp Coordinates	Latitude					
	Longitude					







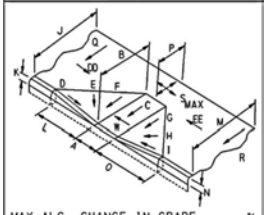


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-PINERd-PARKHOLLOWRd-PINERd-2023-08-25-9-Type4A			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

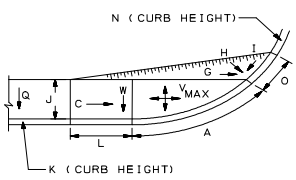
PARKHOLLOW LN & PINE RD, PennDOT Location
ID # 9

☐ TYPE 1



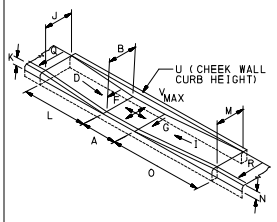
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



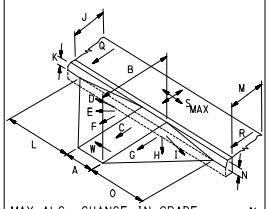
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



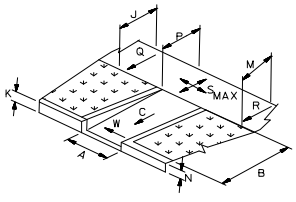
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



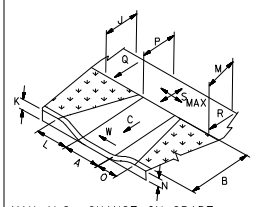
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



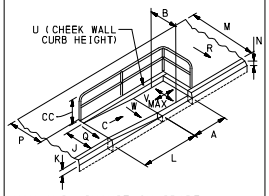
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



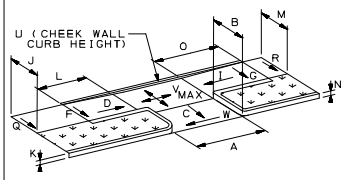
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



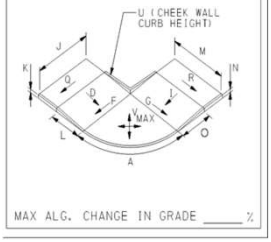
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



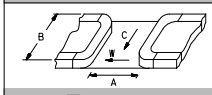
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

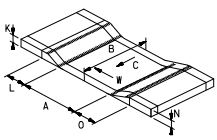
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	40	(IN)
*	C	4.80	(%)
*	D		(%)
	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I		(%)
*	J	48	(IN)
	K	4	(IN)
	L	27	(IN)
*	M	48	(IN)
	N	5	(IN)
	O	29	(IN)
*	P	50	(IN)
*	Q	1.00	(%)
*	R	1.90	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
*	Y		(IN)
*	YY	72	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD		(%)
*	EE		(%)

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments

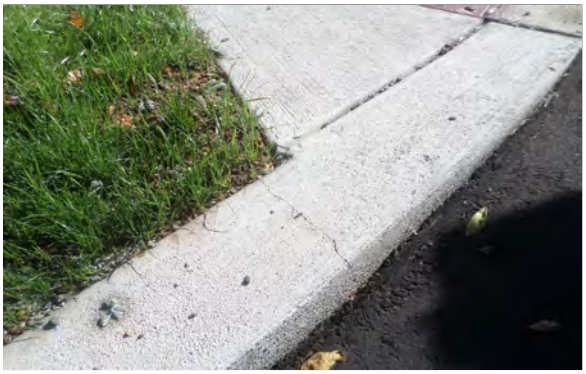
C-06-101-60000-PINERd-PARKHOLLOWRd-PINERd-2023-08-25-9-Type4A

pennsylvania
DEPARTMENT OF TRANSPORTATION

PARKHOLLOW LN & PINE RD, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5

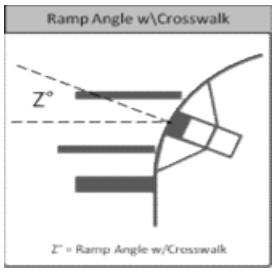
Insert Picture 3

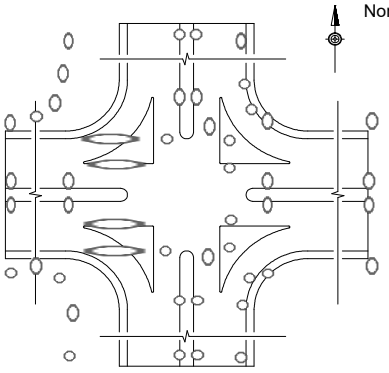
Insert Picture 6

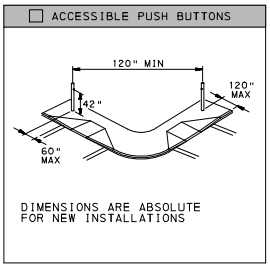
pennsylvania DEPARTMENT OF TRANSPORTATION

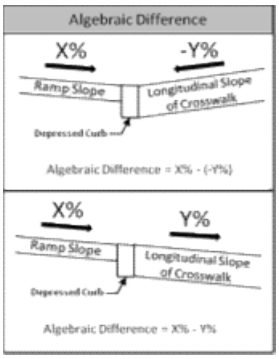
PARKHOLLOW LN & PINE RD, PennDOT Location
ID # 12

*Date of Design (yyyy mm dd)	2023	08	25			
Designer 1	Bryan Fleming Eric Long					
Designer 2	na JJA					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	6					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.80	%	2.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		8	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	10.0			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		12				
*Curb Ramp Type	Type 4A					
*North Leg	PINE	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	PARKHOLLOW	(segment)	(offset)			
*East Leg Desc.						
*South Leg	PINE	(segment)	(offset)			
*South Leg Desc.						
*West Leg		(segment)	(offset)			
*West Leg Desc.						
Ramp Coordinates	Latitude					
	Longitude					







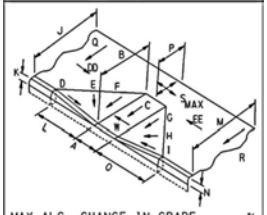


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-PINERd-PARKHOLLOW-PINE-2023-08-25-12-Type4A			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

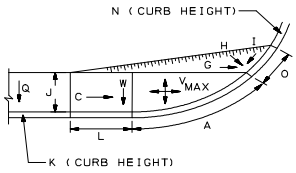
PARKHOLLOW LN & PINE RD, PennDOT Location ID # 12

☐ TYPE 1



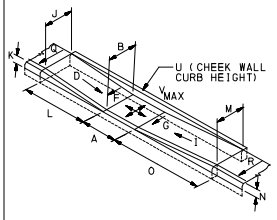
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



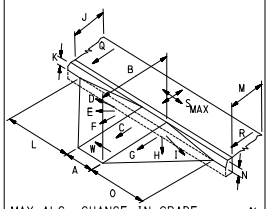
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



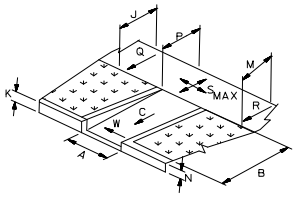
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



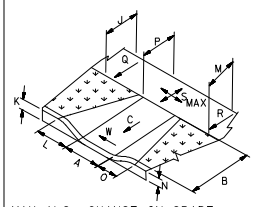
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



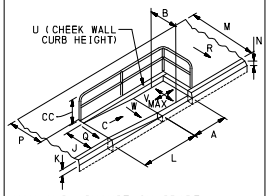
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



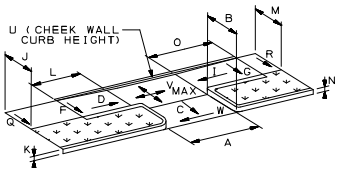
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



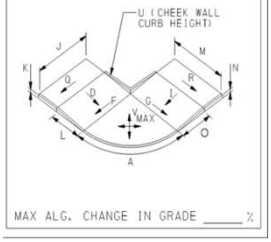
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



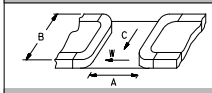
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

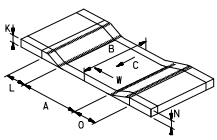
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN

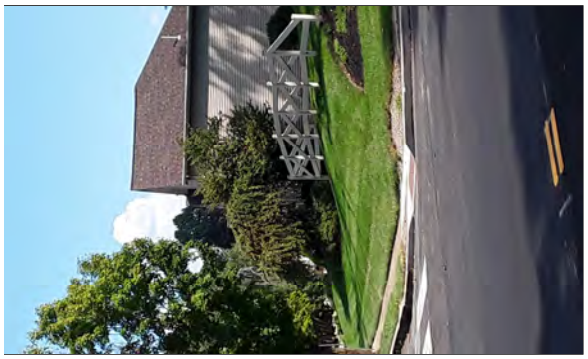


	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	36	(IN)	
*	C	7.30	(%)	
*	D		(%)	
	E		(%)	
*	F		(%)	
*	G		(%)	
	H		(%)	
*	I		(%)	
*	J	48	(IN)	
	K	5	(IN)	
	L	26	(IN)	
*	M	48	(IN)	
	N	6	(IN)	
	O	26	(IN)	
*	P	48	(IN)	
*	Q	1.00	(%)	
*	R	2.00	(%)	
*	S	1.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	72	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD		(%)	
*	EE		(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

PARKHOLLOW LN & PINE RD, PennDOT Location ID # 12



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

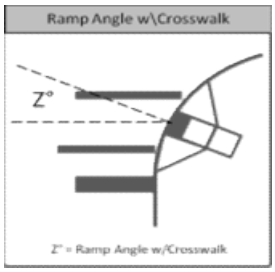
Insert Picture 6

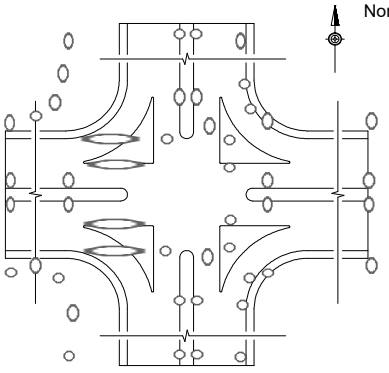
pennsylvania DEPARTMENT OF TRANSPORTATION

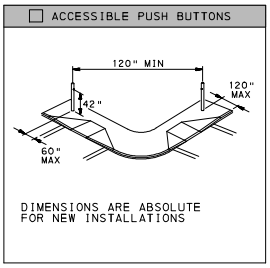
PENNYPACK PATH & PINE RD, PennDOT Location ID # 0

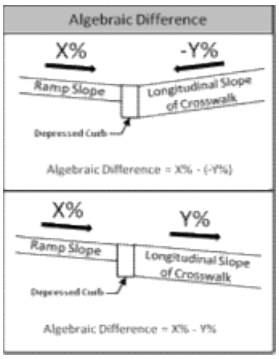
*Date of Design (yyyy mm dd)	2023	08	25			
Designer 1	Bryan Fleming Eric Long					
Designer 2	na JJA					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.00	%	0.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.3			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		04				
*Curb Ramp Type	Type 4A					

*North Leg	PINE	(segment)	(offset)
*North Leg Desc.			
*East Leg	PENNYPACK	(segment)	(offset)
*East Leg Desc.			
*South Leg	PINE	(segment)	(offset)
*South Leg Desc.			
*West Leg	PENNYPACK	(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		







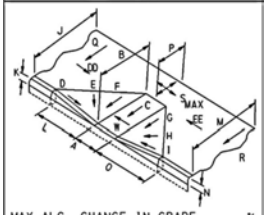


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-PINE-PENNYPACK-PINE-PENNYPACK-2023-08-25-4-Type4A		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

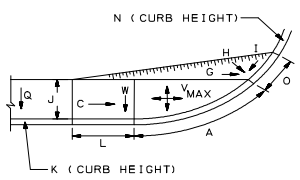
PENNYPACK PATH & PINE RD, PennDOT
Location ID # 0

☐ TYPE 1



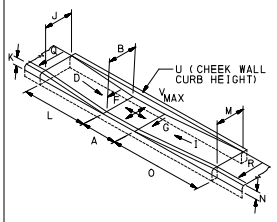
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



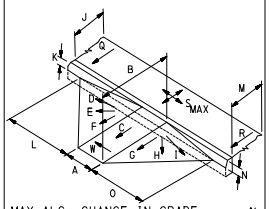
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



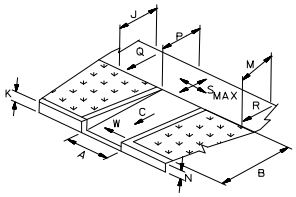
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



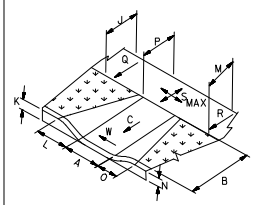
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



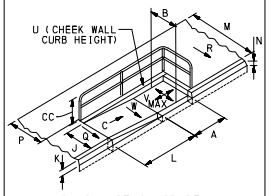
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



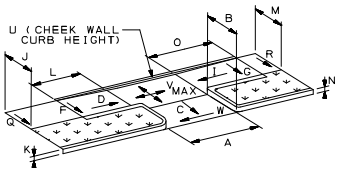
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



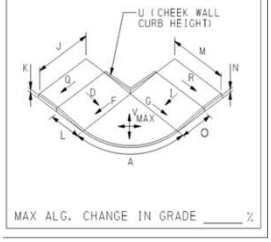
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



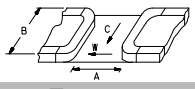
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

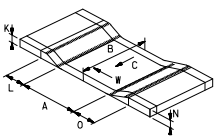
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	30	(IN)	
*	C	6.30	(%)	
*	D		(%)	
	E		(%)	
*	F		(%)	
*	G		(%)	
	H		(%)	
*	I		(%)	
*	J	48	(IN)	
	K	5	(IN)	
	L	26	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	36	(IN)	
*	P	48	(IN)	
*	Q	1.90	(%)	
*	R	1.90	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	72	(IN)	not applicable
*	Z		(IN)	
*	ZZ	48	(IN)	not applicable
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD		(%)	
*	EE		(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

C-06-101-60000-PINE-PENNYPACK-PINE-PENNYPACK-2023-08-25-4-Type4A

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DEPARTMENT OF TRANSPORTATION

PENNYPACK PATH & PINE RD, PennDOT Location ID # 0

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

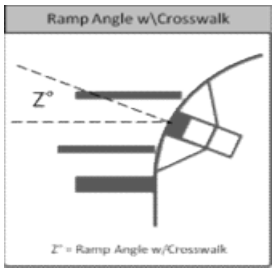
Insert Picture 3

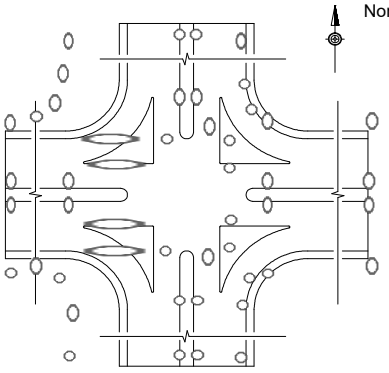
Insert Picture 6

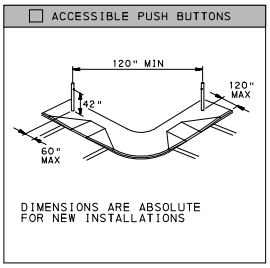
pennsylvania DEPARTMENT OF TRANSPORTATION

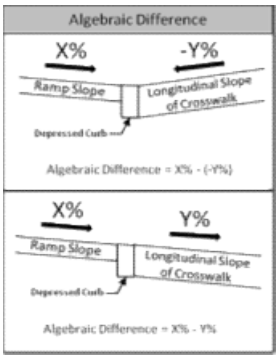
PINE RD & STRAHLE ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2023	08	25			
Designer 1	JJA JJA					
Designer 2	na na					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	4					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.80	%	0.10	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.8			
Intersection Ramp # of #		1	6			
*Ramp Location (Use Figure Below)			04			
*Curb Ramp Type	Type 4A					
*North Leg	PINE	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	STRAHLE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	PINE	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg		(segment)	(offset)			
*West Leg Desc.						
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-PINERd-STRAHLESt-PINERd-2023-08-25-4-Type4A					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

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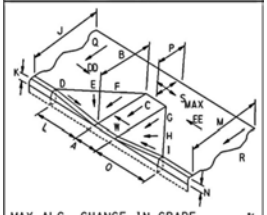
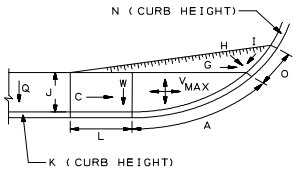
PINE RD & STRAHLE ST, PennDOT Location ID # 4

☐ TYPE 1



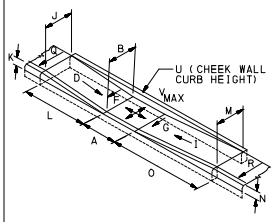
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



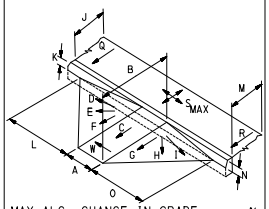
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



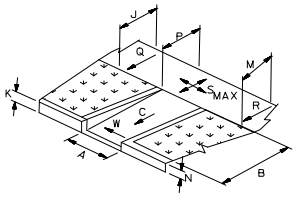
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



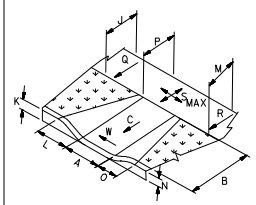
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



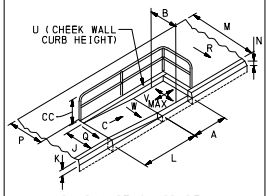
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



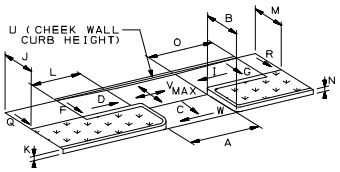
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



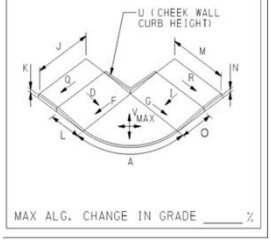
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



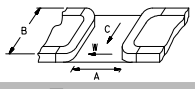
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

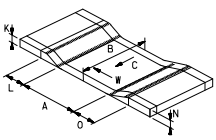
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	36	(IN)	
*	C	7.00	(%)	
*	D		(%)	
	E		(%)	
*	F		(%)	
*	G		(%)	
	H		(%)	
*	I		(%)	
*	J	999	(IN)	no sidewalk
	K	6	(IN)	
	L	39	(IN)	
*	M	999	(IN)	no sidewalk
	N	5	(IN)	
	O	44	(IN)	
*	P	48	(IN)	
*	Q	999	(%)	no sidewalk
*	R	999	(%)	no sidewalk
*	S	1.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	156	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD		(%)	
*	EE		(%)	

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

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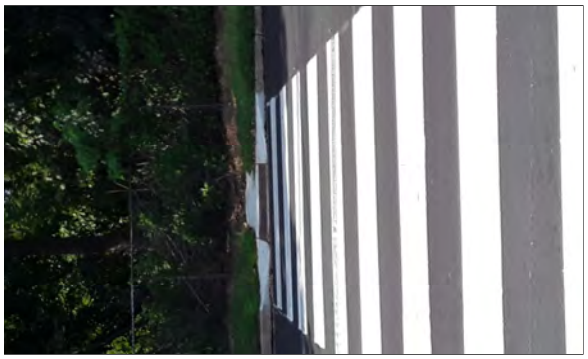
DEPARTMENT OF TRANSPORTATION

PINE RD & STRAHLE ST, PennDOT Location ID # 4



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

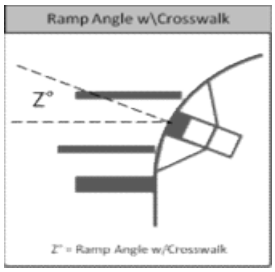
Insert Picture 3

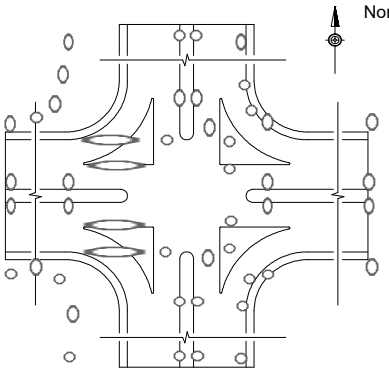
Insert Picture 6

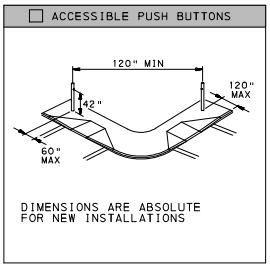
pennsylvania DEPARTMENT OF TRANSPORTATION

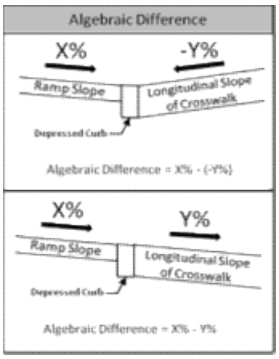
PINE RD & STRAHLE ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2023	08	25			
Designer 1	JJA JJA					
Designer 2	na na					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.70	%	1.20	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		10	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	7.5			
Intersection Ramp # of #		2	6			
*Ramp Location (Use Figure Below)			07			
*Curb Ramp Type	Type 1					
*North Leg	PINE	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	STRAHLE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	PINE	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg		(segment)	(offset)			
*West Leg Desc.						
Ramp Coordinates	Latitude					
	Longitude					







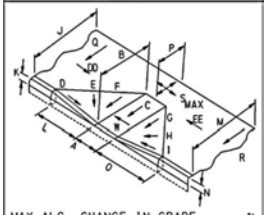


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-PINERd-STRAHLESt-PINERd-2023-08-25-7-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

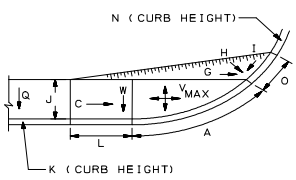
PINE RD & STRAHLE ST, PennDOT Location ID # 7

☐ TYPE 1



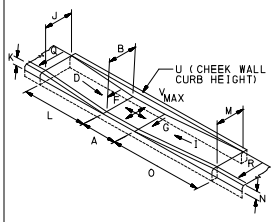
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



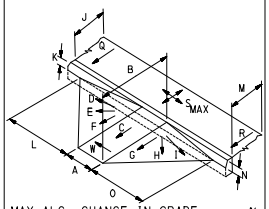
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



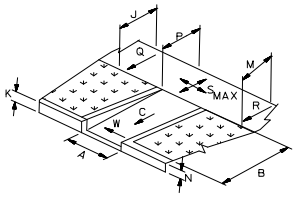
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



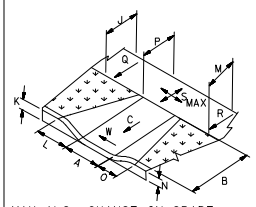
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



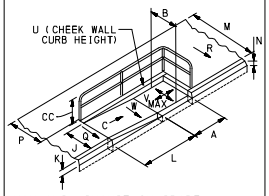
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



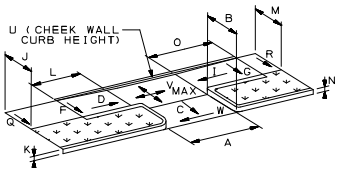
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



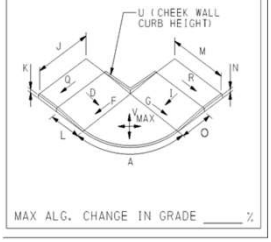
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



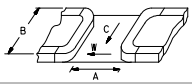
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

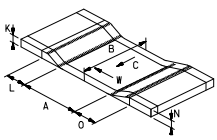
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	34	(IN)
*	C	7.00	(%)
*	D	2.80	(%)
	E	5.20	(%)
*	F	5.90	(%)
*	G	7.80	(%)
	H	8.20	(%)
*	I	8.10	(%)
*	J	60	(IN)
	K	4	(IN)
	L	60	(IN)
*	M	70	(IN)
	N	3	(IN)
	O	28	(IN)
*	P	62	(IN)
*	Q	0.70	(%)
*	R	0.20	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.10	(%)
*	EE	5.20	(%)

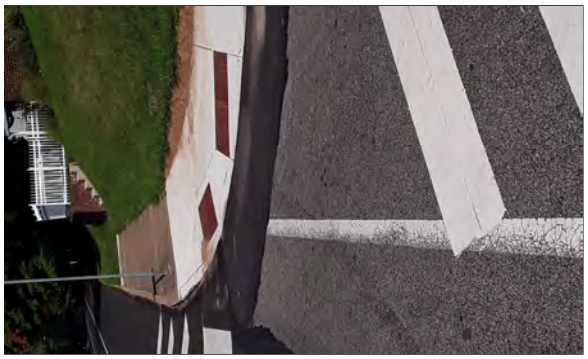
DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments

na

pennsylvania
DEPARTMENT OF TRANSPORTATION

PINE RD & STRAHLE ST, PennDOT Location ID # 7



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

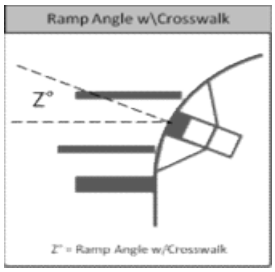
Insert Picture 6

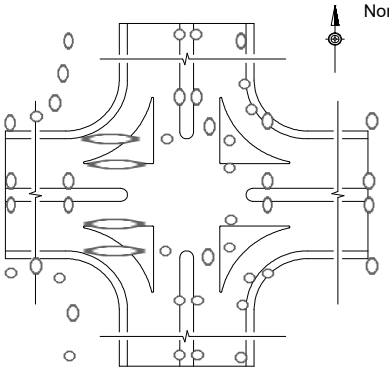
pennsylvania DEPARTMENT OF TRANSPORTATION

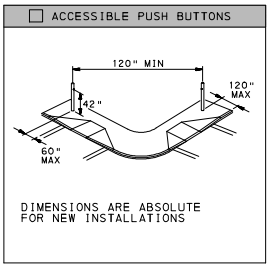
PINE RD & STRAHLE ST, PennDOT Location ID # 9

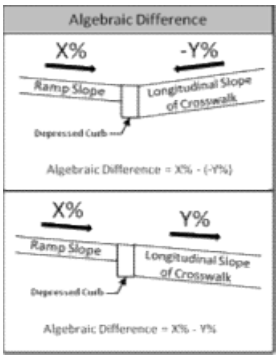
*Date of Design (yyyy mm dd)	2023	08	25			
Designer 1	JJA JJA					
Designer 2	na na					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	6					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.50	%	1.30	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		15	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	5.0			
Intersection Ramp # of #	3	6				
*Ramp Location (Use Figure Below)		09				
*Curb Ramp Type	Type 1					

*North Leg	PINE	(segment)	(offset)
*North Leg Desc.	Rd		
*East Leg	STRAHLE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		







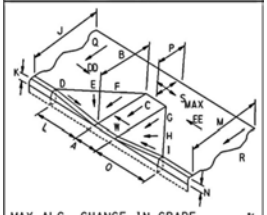


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-PINERd-STRAHLESt-2023-08-25-9-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

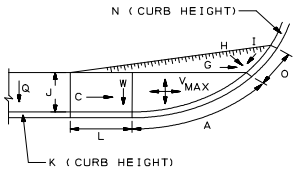
PINE RD & STRAHLE ST, PennDOT Location ID # 9

☐ TYPE 1



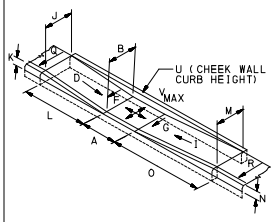
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



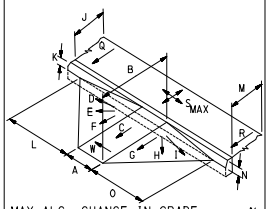
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



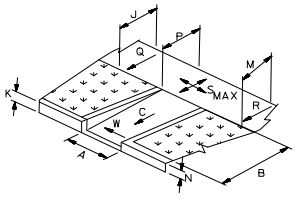
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



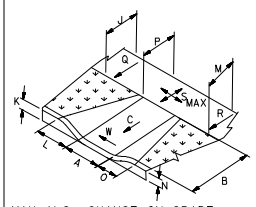
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



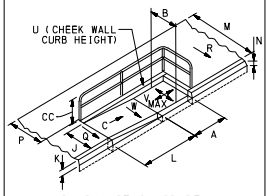
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



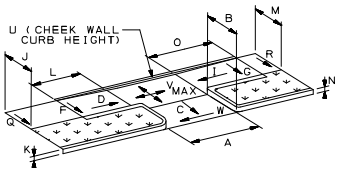
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



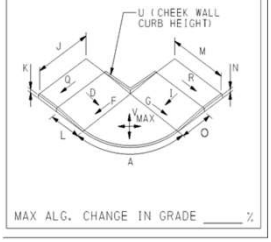
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



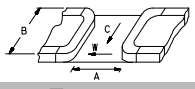
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

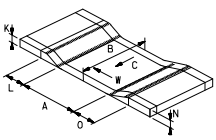
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



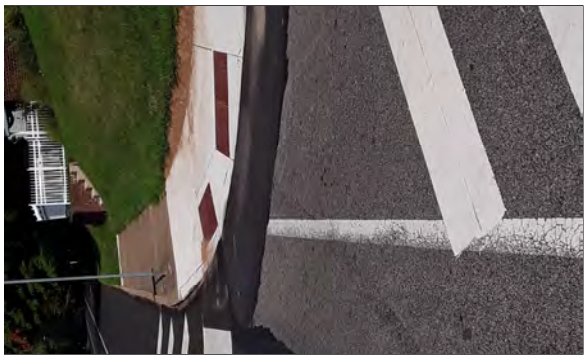
	"0.00" inches or %		
*	A	48	(IN)
*	B	40	(IN)
*	C	5.80	(%)
*	D	4.70	(%)
	E	5.50	(%)
*	F	6.20	(%)
*	G	1.90	(%)
	H	8.50	(%)
*	I	9.90	(%)
*	J	60	(IN)
	K	2	(IN)
	L	28	(IN)
*	M	75	(IN)
	N	6	(IN)
	O	72	(IN)
*	P	80	(IN)
*	Q	0.70	(%)
*	R	0.20	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.10	(%)
*	EE	5.20	(%)

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	4.10	(%)

Comments

pennsylvania
DEPARTMENT OF TRANSPORTATION

PINE RD & STRAHLE ST, PennDOT Location ID # 9



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

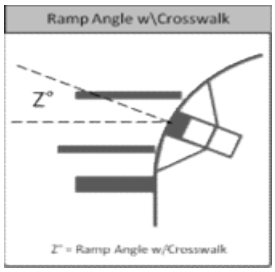
Insert Picture 3

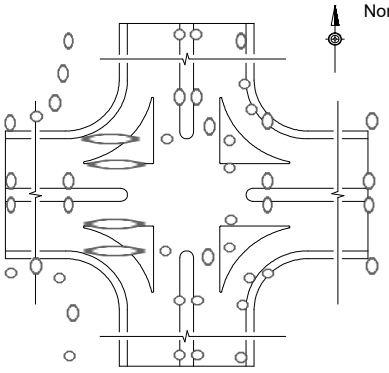
Insert Picture 6

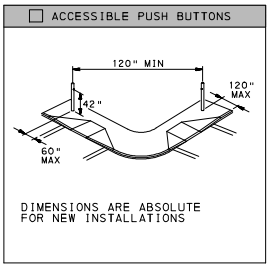
pennsylvania DEPARTMENT OF TRANSPORTATION

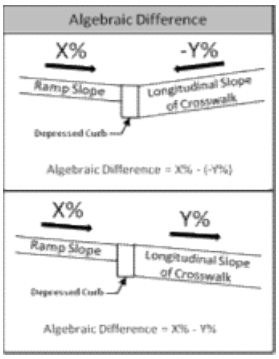
PINE RD & STRAHLE ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2023	08	25			
Designer 1	Bryan Fleming Eric Long					
Designer 2	na na					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	5					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.10	%	0.50	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		8	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.1			
Intersection Ramp # of #	2	4				
*Ramp Location (Use Figure Below)		12				
*Curb Ramp Type	Type 1					
*North Leg	PINE	(segment)	(offset)			
*North Leg Desc.						
*East Leg	STRAHLE	(segment)	(offset)			
*East Leg Desc.						
*South Leg	PINE	(segment)	(offset)			
*South Leg Desc.						
*West Leg		(segment)	(offset)			
*West Leg Desc.						
Ramp Coordinates	Latitude					
	Longitude					







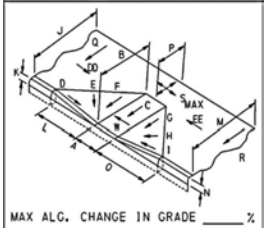


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-PINE-STRAHLE-PINE-2023-08-25-12-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

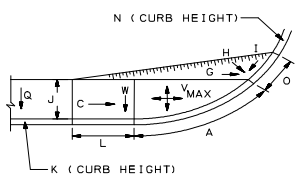
PINE RD & STRAHLE ST, PennDOT Location ID # 12

☐ TYPE 1



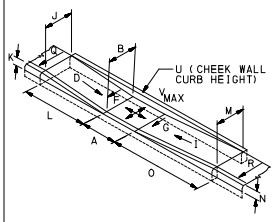
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



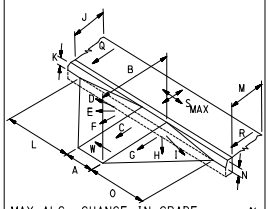
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



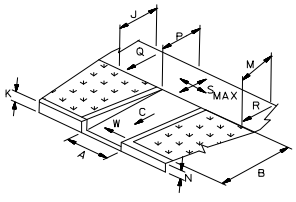
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



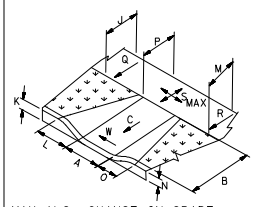
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



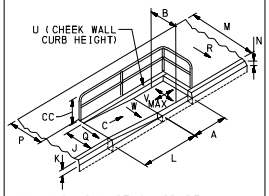
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



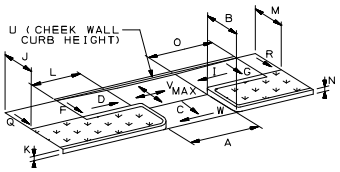
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



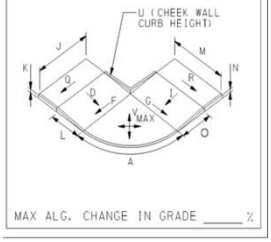
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



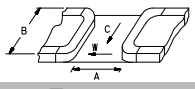
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

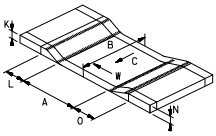
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	36	(IN)
*	C	7.50	(%)
*	D	7.20	(%)
	E	7.40	(%)
*	F	3.20	(%)
*	G	7.40	(%)
	H	6.60	(%)
*	I	6.10	(%)
*	J	60	(IN)
	K	6	(IN)
	L	54	(IN)
*	M	60	(IN)
	N	4	(IN)
	O	1	(IN)
*	P	72	(IN)
*	Q	1.00	(%)
*	R	1.20	(%)
*	S	1.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.60	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z	48	(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.50	(%)
*	EE	3.00	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

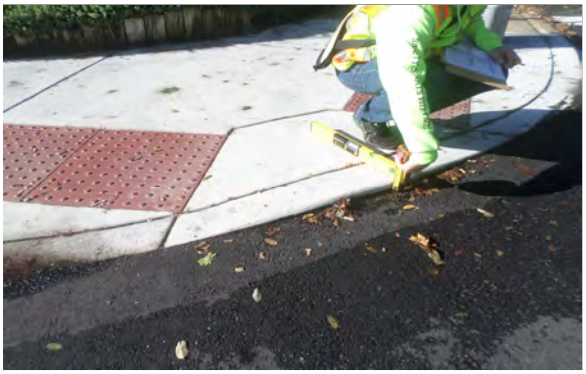
Comments

pennsylvania DEPARTMENT OF TRANSPORTATION

PINE RD & STRAHLE ST, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5

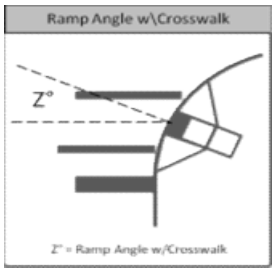
Insert Picture 3

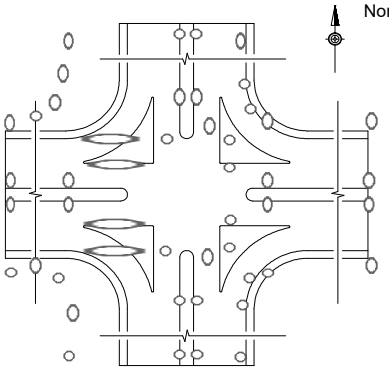
Insert Picture 6

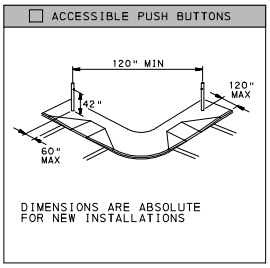
pennsylvania DEPARTMENT OF TRANSPORTATION

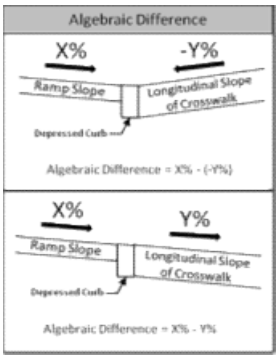
PINE RD & STRAHLE ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2023	08	25			
Designer 1	Bryan Fleming Eric Long					
Designer 2	na na					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.00	%	0.50	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		3	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	4.0			
Intersection Ramp # of #	1	4				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					
*North Leg	PINE	(segment)	(offset)			
*North Leg Desc.						
*East Leg	STRAHLE	(segment)	(offset)			
*East Leg Desc.						
*South Leg	PINE	(segment)	(offset)			
*South Leg Desc.						
*West Leg		(segment)	(offset)			
*West Leg Desc.						
Ramp Coordinates	Latitude					
	Longitude					







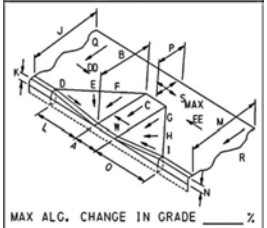


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-PINE-STRAHLE-PINE-2023-08-25-14-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania DEPARTMENT OF TRANSPORTATION

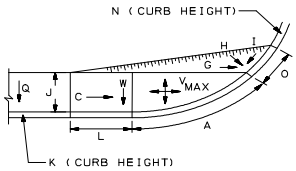
PINE RD & STRAHLE ST, PennDOT Location ID # 14

☐ TYPE 1



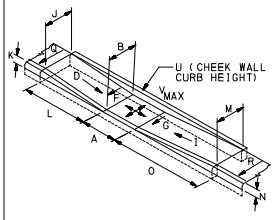
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



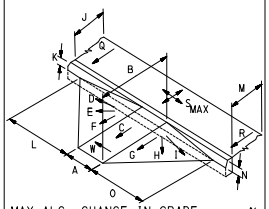
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



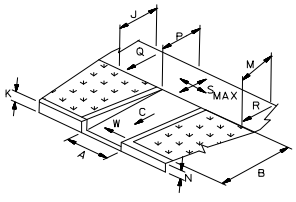
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



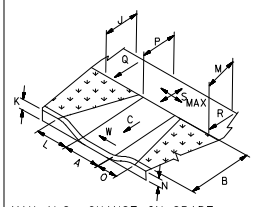
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



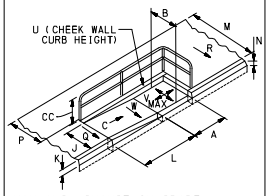
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



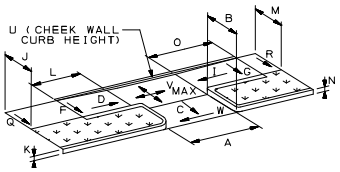
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



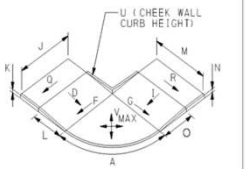
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



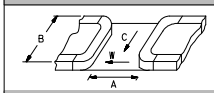
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

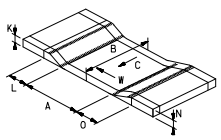
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	37	(IN)
*	C	6.20	(%)
*	D	5.30	(%)
	E	4.10	(%)
*	F	4.60	(%)
*	G	3.10	(%)
	H	4.10	(%)
*	I	3.50	(%)
*	J	60	(IN)
	K	4	(IN)
	L	32	(IN)
*	M	60	(IN)
	N	2	(IN)
	O	32	(IN)
*	P	72	(IN)
*	Q	1.00	(%)
*	R	1.20	(%)
*	S	1.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.80	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	60	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.50	(%)
*	EE	3.00	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments

pennsylvania
DEPARTMENT OF TRANSPORTATION

PINE RD & STRAHLE ST, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

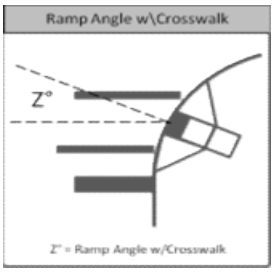
Insert Picture 6

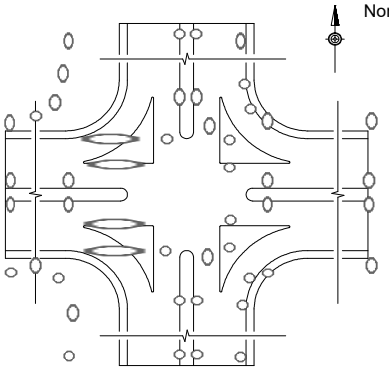
pennsylvania DEPARTMENT OF TRANSPORTATION

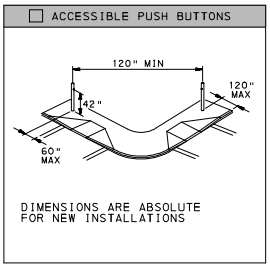
PINE RD & STRAHLE ST, PennDOT Location ID # 17

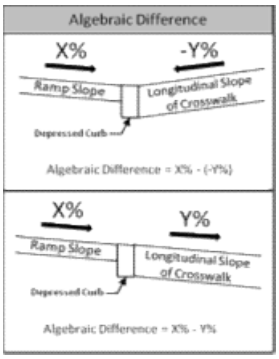
*Date of Design (yyyy mm dd)	2023	08	25		
Designer 1	Eric Long JJA				
Designer 2	Bryan Fleming JJA				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	6				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.70	%	0.20	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	8.4		
Intersection Ramp # of #	6	6			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 4A				

*North Leg		(segment)	(offset)
*North Leg Desc.			
*East Leg	STRAHLE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	PINE	(segment)	(offset)
*South Leg Desc.	Rd		
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		







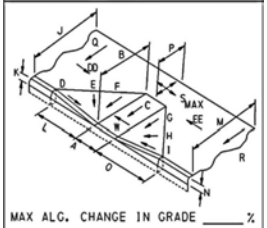


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons		N/A		
Sketch Used To Collect Field Information		No		
Asset # (auto)	C-06-101-60000-STRAHLESt-PINERd-2023-08-25-17-Type4A			
Status	Current			
Archive Ramp at location #:		N/A		
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

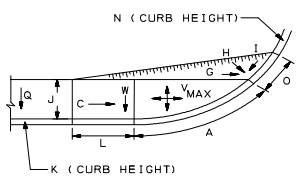
PINE RD & STRAHLE ST, PennDOT Location ID # 17

☐ TYPE 1



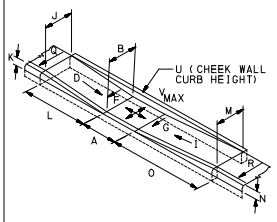
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



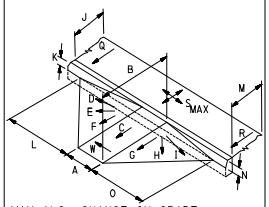
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



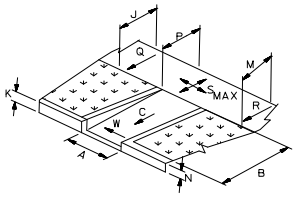
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



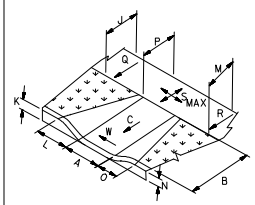
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



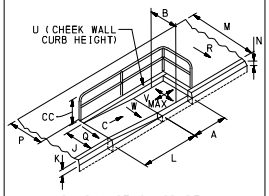
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



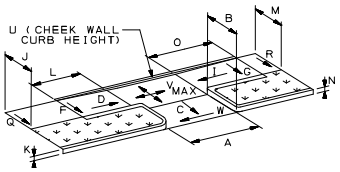
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



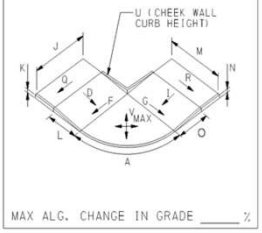
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



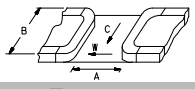
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

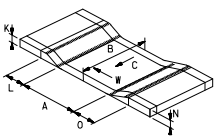
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	36	(IN)	
*	C	6.70	(%)	
*	D		(%)	
	E		(%)	
*	F		(%)	
*	G		(%)	
	H		(%)	
*	I		(%)	
*	J	999	(IN)	na
	K	4	(IN)	
	L	38	(IN)	
*	M	999	(IN)	na
	N	6	(IN)	
	O	38	(IN)	
*	P	52	(IN)	
*	Q	999	(%)	na
*	R	999	(%)	na
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD		(%)	
*	EE		(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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PINE RD & STRAHLE ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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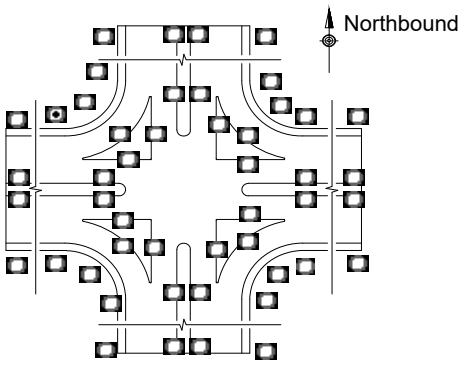
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	11	20	
Field Investigators 1		Robert Birrell (Seravalli, Inc)			
Field Investigators 2		Rich Ream (Seravalli, Inc)			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		0.80	%		
Cross Slope in Front of Ramp (Road Profile)		1.90	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	N/A	Alg Δ Grade	12.0	%	
Intersection Ramp # of #		1	1		
*Ramp Location (Use Figure Below)			02		
*Curb Ramp Type	Type 1				
*North Leg	S 23rd	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Alter	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	S 23rd	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Alter	(segment)	(offset)		
*West Leg Desc.	St				



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-S23rdSt-AlterSt-S23rdSt-AlterSt-2023-11-20-2-Type1	
* Status	Current	
Level of Service	Ex - Provides Max Access	

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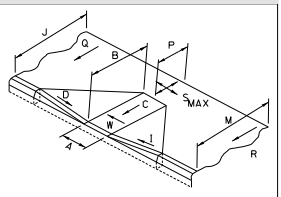
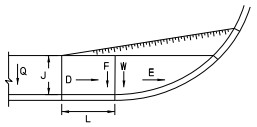
See the last tab of this workbook for instructions

TYPE 1



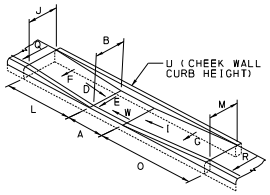
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



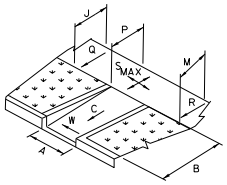
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



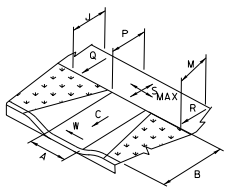
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



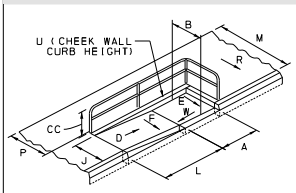
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



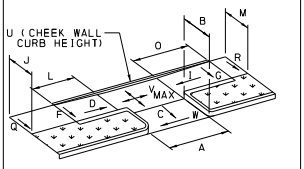
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



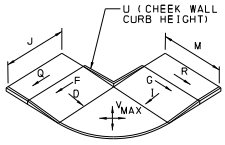
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



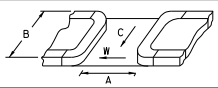
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

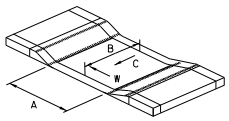


MAX ALG. CHANGE IN GRADE _____ %

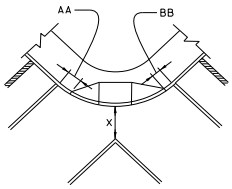
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	60	(IN)
*	B	96	(IN)
*	C	11.20	(%)
*	D	5.10	(%)
*	E	11.50	(%)
*	F	11.80	(%)
*	G	10.10	(%)
	H	7.30	(%)
*	I	3.90	(%)
*	J	186	(IN)
	K	4	(IN)
	L	50	(IN)
*	M	134	(IN)
	N	4	(IN)
	O	76	(IN)
*	P	60	(IN)
*	Q	0.90	(%)
*	R	0.60	(%)
*	S	1.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.90	(%)
*	X		(IN)
	Y		(IN)
	YY	120	(IN)
	Z		(IN)
	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

(01-09)

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S. 23rd St. and Alter St. - Ramp 1 of 1

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- (•) Curb Ramp
- ( ) Sidewalk
- ( ) Ped. Push Button
- ( ) Ped. Signal
- ( ) Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan** ( ) Yes ( ) No

Suggested Repair

Approx. Repair Costs

Actual Repair Costs

Actual Repair

Date Repaired

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [x] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Other 1 — Existing Grades
- [x] Other 2 — PECO Vault Cannot Be Lowered
- [ ] Other 3
- [ ] Other 4

General Information

***District:** 06
***County:** Philadelphia
***Township/Boro:** Philadelphia City
Project ECMS #

Submitter Information

Submitted By: Eric Nino
Submitter Company: HBK Engineering, LLC
Street Address 2401 Walnut Street #204
City State Zip Philadelphia, PA 19103
Telephone 610-879-7500
***Date Submitted:** April 7, 2023

Project Information

Project Type

- [x] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [ ] Other

Pedestrian Traffic	(•) Yes	( ) No
Pedestrian Trip Generators	( ) Yes	(•) No
Safety Concerns	(•) Yes	( ) No
R9-3A "No Peds" Signs	( ) Yes	(•) No
Existing Crosswalk	(•) Yes	( ) No
Existing Sidewalk	(•) Yes	( ) No
Existing Push Buttons	( ) Yes	(•) No
ADT		

Location Identification

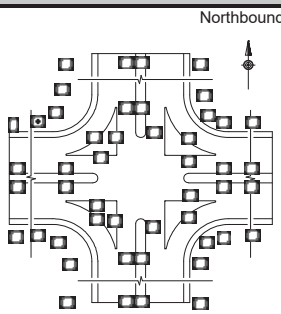
S 23rd Street
**SR North - Segment, Offset*

S 23rd Street
**SR South - Segment, Offset*

Alter Street
**SR East - Segment, Offset*

Alter Street
**SR West - Segment,Offset*

02
Location #



Investigated design alternatives	Why alternative was not selected
Relocate ramp west	Increase ramp angle, existing utility, and not mitigate non-compliant slope.
Relocate ramp east	Changed ramp orientation, existing utility, and not mitigate non-compliant slope.
Change to Type 2	Existing utility and increase non-compliant slopes.

Alternative selected and description of what requirement is not met

Type 1 Ramp was selected with a maximum allowable Ramp and Transition Strip slope of 8.33%. Noncompliant slopes include 16.75% Ramp Slope and 11.80% Transition Strip Slope. Also, PECO manhole is located in the path of travel.

ADA Review Committee Recommendation

(•) Approved
( ) Denied

4/17/2023
ADA Review Committee Chair - Date

ADE of Design Approval Status

(•) Approved
( ) Denied

5/15/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-(S 23rd Street)-(S 23rd Street)-(Alter Street)-(Alter Street)-02-Apr 7, 2023*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(Print with a PCL Driver)

(01-09)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

The ramp can not be relocated west due to the existing utility manhole. Moving the ramp west away form utility manhole will take ramp out of the crosswalk bounds and increase the ramp angle. Also, moving the ramp west would not decrease the ramp slope. Therefore, relocating the ramp west will not mitigate the non-compliant feature and is not recommended.

Investigated Design Alternative #2

Relocating the ramp east will change its function to a corner ramp. Moving the ramp east will increase the ramp angle to the crosswalk and will not decrease the ramp slope. Also the geometry of the corner does not offer enough space to move ramp east due to utility manhole without changing ramp orientation. Therefore, relocating the ramp east will not mitigate the non-compliant feature, increase the angle to the crosswalk, change ramp orientation and is not recommended.

Investigated Design Alternative #3

Changing the ramp to a Type 2 does not serve to decrease the ramp slope. Given the current slopes, geometry of the corner, and the obstructing utility manhole, changing to a Type 6 could increase the non-compliant slope. Therefore, changing to a Type 2 will not mitigate the non-compliant ramp slope, would increase the non-compliant feature, and is not recommended.

Summary

The ramp can not be relocated west due to existing features and would not mitigate the non-compliant ramp slope. Relocating the ramp east would change its function to a corner ramp, increase the ramp angle to the crosswalk, and not mitigate the non-compliant ramp slope.Changing the ramp to a Type 2 would increase the non-compliant slope. After exploring re-design options it is recommended that the the current ADA design offers the most balanced slopes and dimensions given the existing geometry and features of the corner. The Type 1 Ramp was selected with a maximum allowable Ramp and Transition Strip slope of 8.33%. Noncompliant slopes include 16.75% Ramp Slope and 11.80% Transition Strip Slope. Also, PECO manhole is located in the path of travel.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-(S 23rd Street)-(S 23rd Street)-(Alter Street)-(Alter Street)-02-Apr 7, 2023*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

Sheet 2 - Technically Infeasible Form

CS-4401 (6-17)

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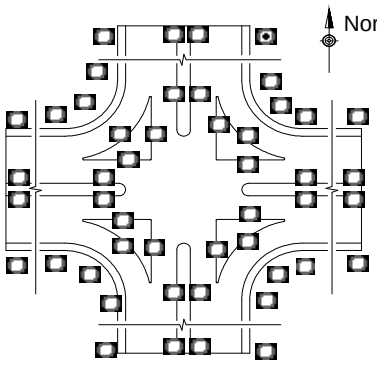
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	07	10	
Field Investigators 1		Trevor Mc Mahon			
Field Investigators 2					
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		No	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		3.14	%		
Cross Slope in Front of Ramp (Road Profile)		1.89	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	999	Alg Δ Grade	4.6	%	
Intersection Ramp # of #		1	12		
*Ramp Location (Use Figure Below)			06		
*Curb Ramp Type	Type 1				
*North Leg	GERMANTOWN	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	W. ONTARIO	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	GERMANTOWN	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	W. ONTARIO	(segment)	(offset)		
*West Leg Desc.	LON				



Accessible Push Buttons	Yes	
Asset # (auto)	C-06-101-60000-GERMANTOWNAve-W.ONTARIOSt-GERMANTOWNAve-W.ONTARIOLON-2023-07-10-6-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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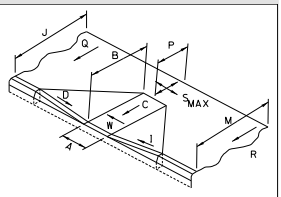
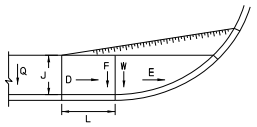
See the last tab of this workbook for instructions

TYPE 1



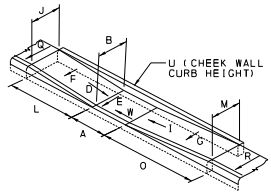
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



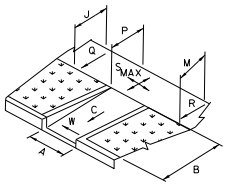
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



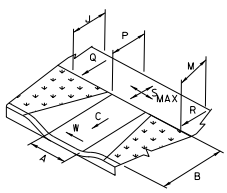
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



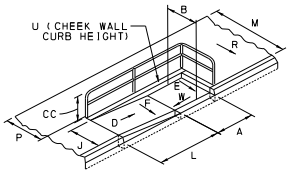
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



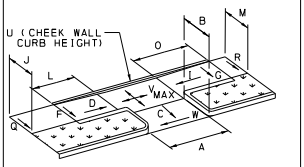
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



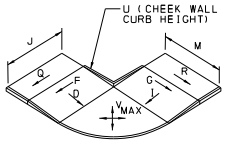
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



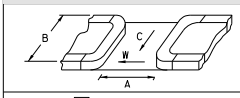
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

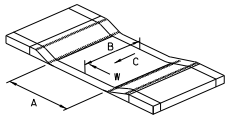


MAX ALG. CHANGE IN GRADE _____ %

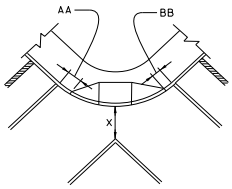
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	51	(IN)
*	B	77	(IN)
*	C	7.77	(%)
*	D	3.43	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	4.76	(%)
*	J	70	(IN)
	K		(IN)
	L		(IN)
*	M	77	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	3.55	(%)
*	R	2.60	(%)
*	S	1.12	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.42	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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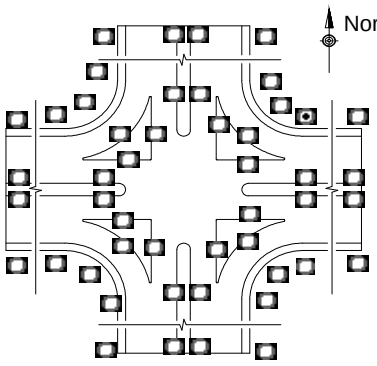
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	10		
Field Investigators 1	Trevor Mc Mahon				
Field Investigators 2					
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	No	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	Yes				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	1.06	%			
Cross Slope in Front of Ramp (Road Profile)	1.65	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 999	Alg Δ Grade	8.3	%		
Intersection Ramp # of #	2	12			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				
*North Leg	GERMANTOWN	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	ONTARIO	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	GERMANTOWN	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	ONTARIO	(segment)	(offset)		
*West Leg Desc.	St				



Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-GERMANTOWNAve-ONTARIOSt-GERMANTOWNAve-ONTARIOSt-2023-07-10-9-Type1
* Status	Current
Level of Service	Meets RC-67M

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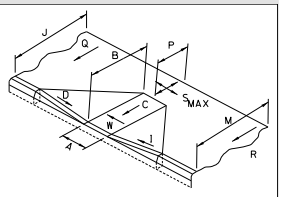
DEPARTMENT OF TRANSPORTATION

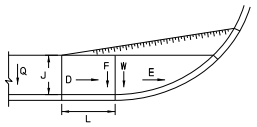
See the last tab of this workbook for instructions

TYPE 1



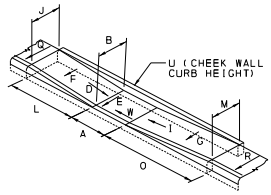
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



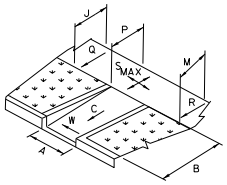
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



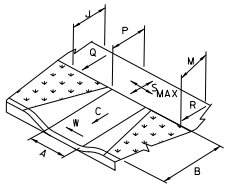
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



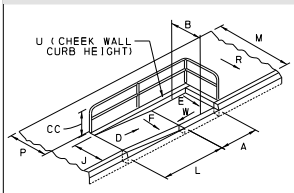
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



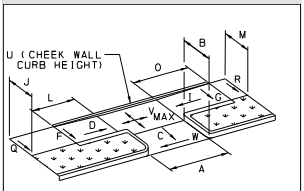
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



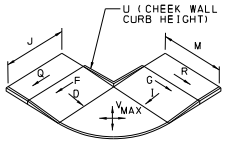
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



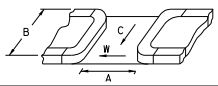
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

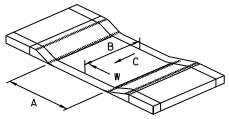


MAX ALG. CHANGE IN GRADE _____ %

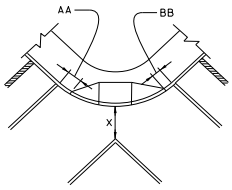
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	53	(IN)
*	B	73	(IN)
*	C	8.10	(%)
*	D	1.86	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	3.34	(%)
*	J	70	(IN)
	K		(IN)
	L		(IN)
*	M	81	(IN)
	N		(IN)
	O		(IN)
*	P	47	(IN)
*	Q	3.55	(%)
*	R	6.99	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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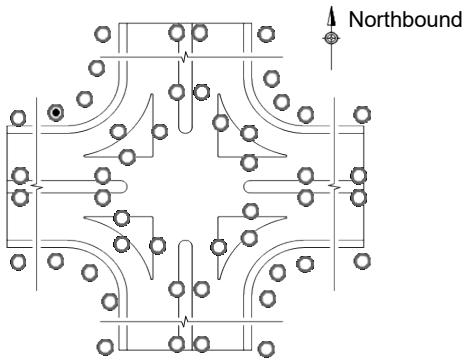
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	09	02	
Field Investigators 1		CLAIRE DINARDO			
Field Investigators 2		LAURA MOORE			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		2.00	%		
Cross Slope in Front of Ramp (Road Profile)		1.10	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	VERIZON	Alg Δ Grade	9.5	%	
Intersection Ramp # of #		1	2		
*Ramp Location (Use Figure Below)			02		
*Curb Ramp Type	Type 1				
*North Leg	POINT BREEZE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	MANTON	(segment)	(offset)		
*East Leg Desc.	ST				
*South Leg	POINT BREEZE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	MANTON	(segment)	(offset)		
*West Leg Desc.	ST				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-POINTBREEZESt-MANTONST-POINTBREEZESt-MANTONST-2023-09-02-2-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

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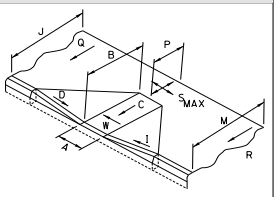
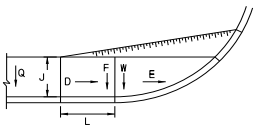
TYPE 1



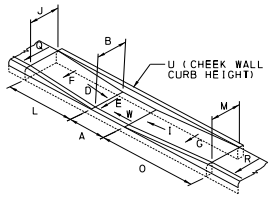
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



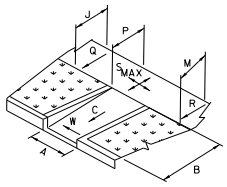
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



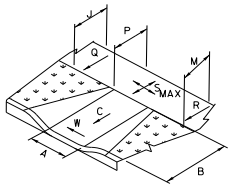
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



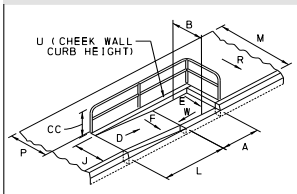
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



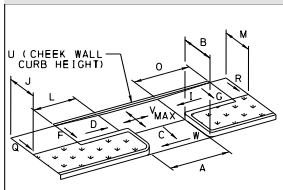
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



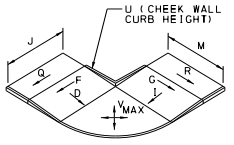
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



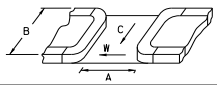
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

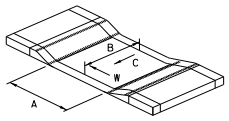


MAX ALG. CHANGE IN GRADE _____ %

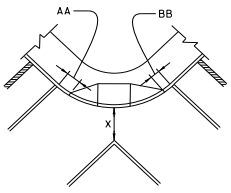
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	61	(IN)
*	C	7.50	(%)
*	D	6.90	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	7.10	(%)
*	J	49	(IN)
	K		(IN)
	L		(IN)
*	M	52	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.80	(%)
*	R	1.90	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

C-06-101-60000-POINTBREEZESt-MANTONST-POINTBREEZESt-MANTONST-2023-09-02-2-Type1

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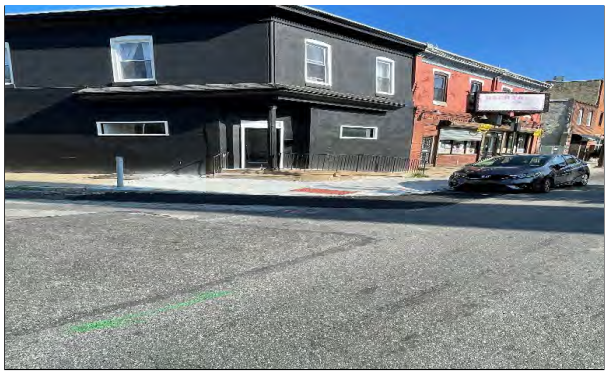
See the last tab of this workbook for instructions



Insert Picture 1

Insert Picture 2

Insert Picture 3

Insert Picture 4

Insert Picture 5

Insert Picture 6

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

(03-20)

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Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Ramp 432 - 07
S. 21st St.
Pine St.

*Facility Type	Complete Section Below to ADD Location to Transition Plan	Complete Section Below to ADD Location to Transition Plan
◉ Curb Ramp	*Add Location to Transition Plan	○ Yes ○ No
○ Sidewalk	Suggested Repair	N/A
○ Ped. Push Button	Approx. Repair Costs	N/A
○ Ped. Signal	Actual Repair Costs	N/A
○ Other	Actual Repair	N/A
	Date Repaired	N/A

Justification for Technically Infeasible — *(check all that apply)*

☐ Limited Right-of-Way
☑ Existing Utilities
☑ Structures, Buildings, Vaults
☐ Historic Areas
☐ Environmental Areas
☐ Grade Separations
☑ Other 1 Existing Slopes
☐ Other 2
☐ Other 3
☐ Other 4

General Information

*District: 06
*County: Philadelphia
*Township/Boro: Philadelphia City
Project ECMS #: N/A

Project Information

Project Type
☐ Resurfacing Project
☐ Signal Project
☐ Widening Project
☐ Reconstruction
☐ New Construction (Tech Infeasible normally N/A)
☑ Other Utility Project

Pedestrian Traffic ○ Yes ◉ No
Pedestrian Trip Generators ○ Yes ◉ No
Safety Concerns ○ Yes ◉ No
R8-3A "No Peds" Signs ◉ Yes ○ No
Existing Crosswalk ◉ Yes ○ No
Existing Sidewalk ○ Yes ◉ No
Existing Push Buttons N/A
ADT

Submitter Information

Submitted By: John M. Robinson, P.E.
Submitter Company: JMR Engineering, LLC
Street Address 106 Schubert Drive
City State Zip Downingtown, PA 19335
Telephone 484-880-7342
*Date Submitted:

Location Identification

15th Street
*SR North - Segment, Offset
15th Street
*SR South - Segment, Offset
Montgomery Avenue
*SR East - Segment, Offset
Montgomery Avenue
*SR West - Segment,Offset
17
Location #
Northbound

Investigated design alternatives	Why alternative was not selected
1.) move ramp north	if moved too far to avoid the exist. Utilities, ramp would be outside of crosswalk
2.) extend ramp length	ramp slopes would still result in non-compliant ramp due to existing elevations
3.) raise face of curb elevations	runoff would be diverted away from the curb

Alternative selected and description of what requirement is not met

A Type 1 ramp is designed at this location. Max. ramp of 8.33%, max. landing of 2.0%, max. transition of 5.0%, and max. flare of 10.0% are not met. Proposed values are max. ramp of 11.3%, max. landing of 3.5%, max. transition of 15.0%, and max. flare of 19.3% . Due to existing slopes and site constraints the ramp is noncompliant, however, the design complies to the maximum extent possible.

ADA Review Committee Recommendation	ADE of Design Approval Status
☑ Approved ☐ Denied — MARK MORRISSEY, Chair/Vice Chair — 7.27.23 Date	☑ Approved ☐ Denied — Sumit Gill 7/28/2023 — District ADE of Design - Date

TIF #: TIF-06-Philadelphia-Philadelphia City-(15th Street)-(15th Street)-(Montgomery Avenue)-(Montgomery Avenue)-17-Jan 0, 1900

(TIF Number automatically assigned. All fields marked with * provide data for TIF #)

Sheet 1 - Technically Infeasible Form

(Print with a PCL Driver)

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Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

Consideration was given to moving the ramp to the north; moving the ramp to the north to avoid the existing utilities could result in the ramp being located outside of the crosswalk which would direct users onto the intersection. Also, effort was made to locate the ramp outside of the existing inlet grate which could present a tripping hazard if located within the bottom of the ramp. For these reasons, this alternative was no longer considered and the layout and design that provides maximum access was chosen.

Investigated Design Alternative #2

Consideration was given to extending the ramp. Extending the ramp would improve slopes, but given the existing building corner elevation/location, and the relationship between ramp 17 & 19, the longer ramp would still result in an uncompliant design. Ramp 17 & 19 have been designed to have a shared landing due to the configuration of the intersection, ramp 17 slopes are dictated by the slopes of ramp 19 given the pavement elevations for ramp 19 (see plans and applicable forms for this ramp). The algebraic grade difference have been maximized to the max. extend possible for both ramps. Also, extending the ramp may help minimize the slopes, but would result in a landing that would protrude past the building corner and thus make for an awkward configuration for ramp users. For these reasons, this alternative was no longer considered and the layout and design that provides maximum access was chosen.

Investigated Design Alternative #3

Consideration was given to raising the existing face of curb/pavement elevations; this alternative was not chosen because water runoff would be directed towards the intersection (away from inlet). Also, due to the existing elevations at eh building corner, the pavement would need to be adjusted to an unreasonable magnitude and would require a pavement adjustment that would potentially impact the entire intersection which is unfeasible. For these reasons, this design alternative was no longer considered and the layout and design that provides maximum access was chosen.

Summary

PennDOT requirements dictate the following: max. ramp slope of 8.33%, max. landing area slope of 2.00%, max. sidewalk transition slope of 5.00% and max. flare cross slope of 10.00%. Due to existing elevations and utilities in the area the ramp is noncompliant, however, the design complies to the maximum extent possible. Proposed for this location: a Type 1 Ramp, max. ramp slope of 11.3%, landing area slope of 3.5%, sidewalk transition slope of 15.0%, and flare cross slope of 19.3%.

TIF #: *TIF-06-Philadelphia-Philadelphia City-(15th Street)-(15th Street)-(Montgomery Avenue)-(Montgomery Avenue)-1*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

Sheet 2 - Technically Infeasible Form

CS-4401 (6-17)

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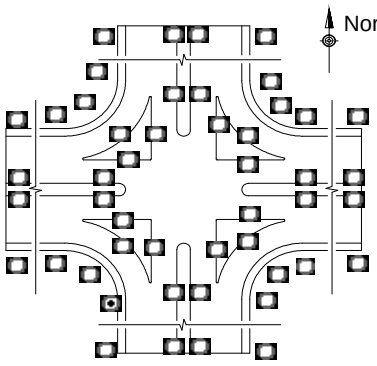
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	10		
Field Investigators 1	Trevor Mc Mahon				
Field Investigators 2					
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	No	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	Yes				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	1.09	%			
Cross Slope in Front of Ramp (Road Profile)	1.26	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 999	Alg Δ Grade	6.8	%		
Intersection Ramp # of #	10	12			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 1				
*North Leg	GERMANTOWN	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	RISING SUN	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	GERMANTOWN	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	RISING SUN	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	Yes	
Asset # (auto)	C-06-101-60000-GERMANTOWNAve-RISINGSUNAve-GERMANTOWNAve-RISINGSUNAve-2023-07-10-17-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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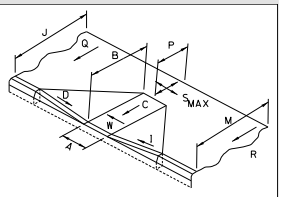
DEPARTMENT OF TRANSPORTATION

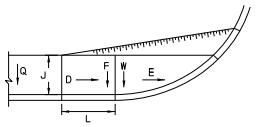
See the last tab of this workbook for instructions

TYPE 1



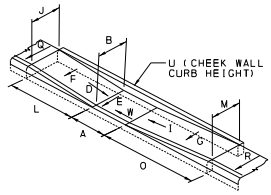
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



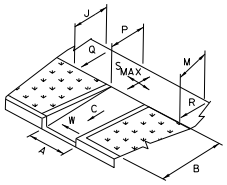
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



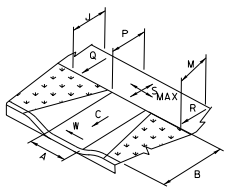
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



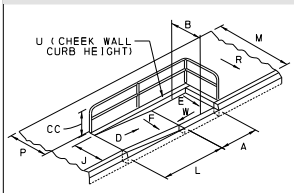
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



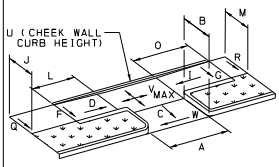
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



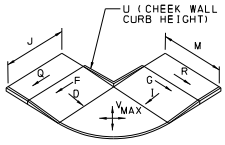
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



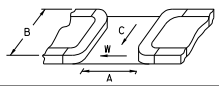
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

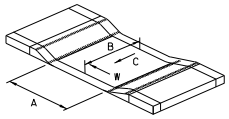


MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN



☐ TYPE B MEDIAN

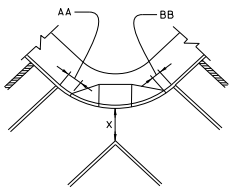


NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

	"0.00" inches or %		
*	A	48	(IN)
*	B	84	(IN)
*	C	7.86	(%)
*	D	5.40	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	5.97	(%)
*	J	146	(IN)
	K		(IN)
	L		(IN)
*	M	157	(IN)
	N		(IN)
	O		(IN)
*	P	50	(IN)
*	Q	3.10	(%)
*	R	3.45	(%)
*	S	1.22	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.26	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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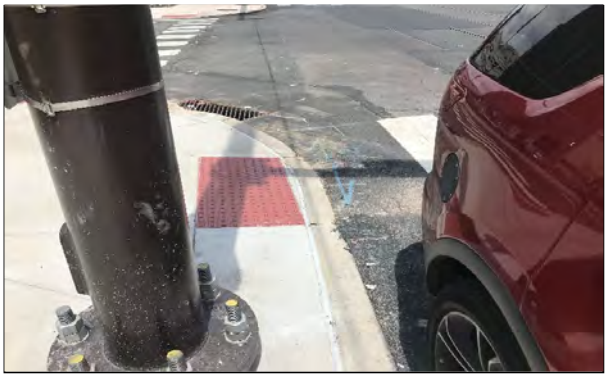
See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 2

Insert Picture 3

Insert Picture 4



Insert Picture 5

Insert Picture 6

CS-4401 (6-17)

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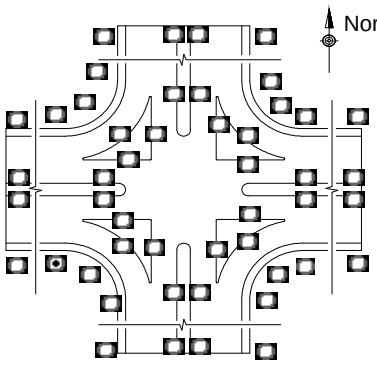
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	10		
Field Investigators 1	Trevor Mc Mahon				
Field Investigators 2					
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	No	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	Yes				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	3.23	%			
Cross Slope in Front of Ramp (Road Profile)	1.04	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 999	Alg Δ Grade	4.1	%		
Intersection Ramp # of #	11	12			
*Ramp Location (Use Figure Below)		19			
*Curb Ramp Type	Type 1				
*North Leg	GERMANTOWN	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	RISING SUN	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	GERMANTOWN	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	RISING SUN	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	Yes	
Asset # (auto)	C-06-101-60000-GERMANTOWNAve-RISINGSUNAve-GERMANTOWNAve-RISINGSUNAve-2023-07-10-19-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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See the last tab of this workbook for instructions

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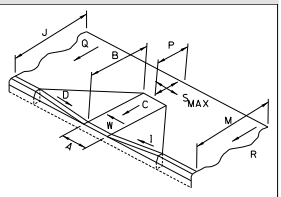
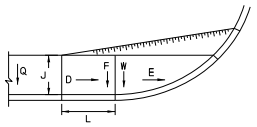


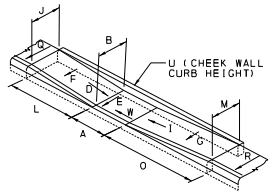
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



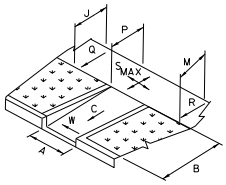
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



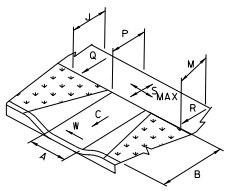
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



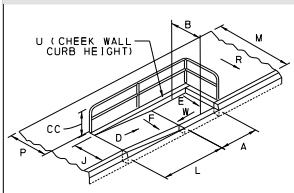
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



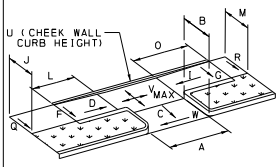
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



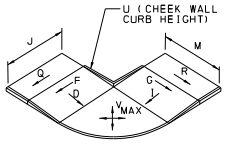
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



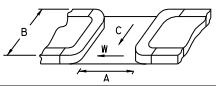
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

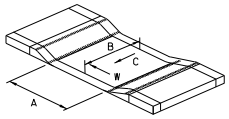


MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN



☐ TYPE B MEDIAN

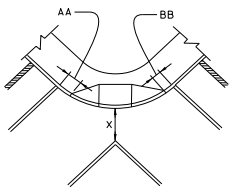


NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

	"0.00" inches or %		
*	A	48	(IN)
*	B	93	(IN)
*	C	7.32	(%)
*	D	7.89	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	1.93	(%)
*	J	146	(IN)
	K		(IN)
	L		(IN)
*	M	157	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	3.10	(%)
*	R	3.45	(%)
*	S	1.22	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.81	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

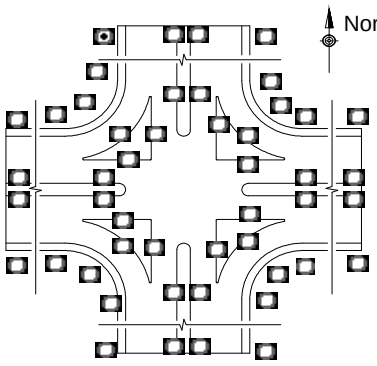
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	07	10	
Field Investigators 1		Trevor Mc Mahon			
Field Investigators 2					
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		No	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		4.97	%		
Cross Slope in Front of Ramp (Road Profile)		1.01	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	999	Alg Δ Grade	11.1	%	
Intersection Ramp # of #		3	12		
*Ramp Location (Use Figure Below)			05		
*Curb Ramp Type	Type 1				
*North Leg	OLD YORK	(segment)	(offset)		
*North Leg Desc.	Rd				
*East Leg	W. ONTARIO	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	OLD YORK	(segment)	(offset)		
*South Leg Desc.	Rd				
*West Leg	W. ONTARIO	(segment)	(offset)		
*West Leg Desc.	St				



Accessible Push Buttons	Yes	
Asset # (auto)	C-06-101-60000-OLDYORKRd-W.ONTARIOSt-OLDYORKRd-W.ONTARIOSt-2023-07-10-5-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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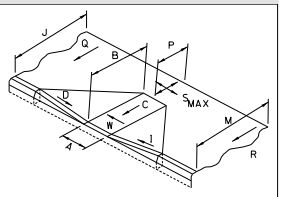
DEPARTMENT OF TRANSPORTATION

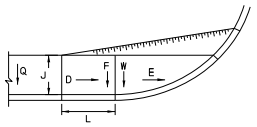
See the last tab of this workbook for instructions

TYPE 1



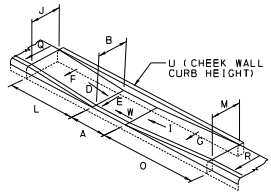
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



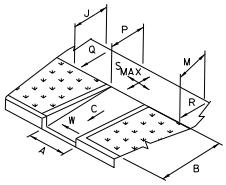
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



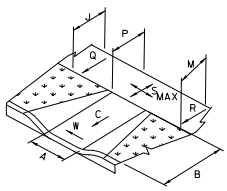
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



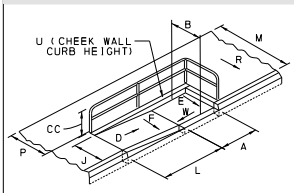
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



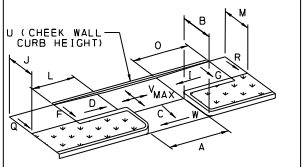
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



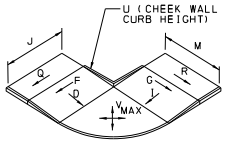
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



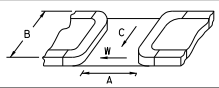
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

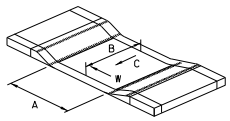


MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN



☐ TYPE B MEDIAN

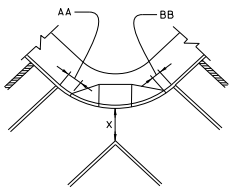


NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

	"0.00" inches or %		
*	A	57	(IN)
*	B	77	(IN)
*	C	6.17	(%)
*	D	7.93	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	7.56	(%)
*	J	152	(IN)
	K		(IN)
	L		(IN)
*	M	149	(IN)
	N		(IN)
	O		(IN)
*	P	70	(IN)
*	Q	0.70	(%)
*	R	1.64	(%)
*	S	1.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.66	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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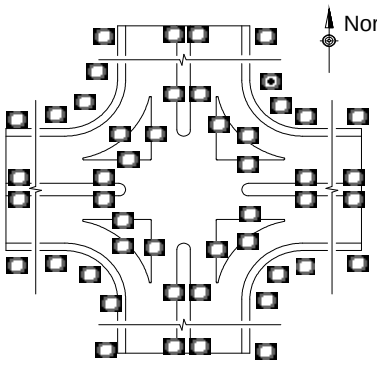
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	10		
Field Investigators 1	Trevor Mc Mahon				
Field Investigators 2					
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	No	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	Yes				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	4.84	%			
Cross Slope in Front of Ramp (Road Profile)	1.67	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 999	Alg Δ Grade	5.0	%		
Intersection Ramp # of #	4	12			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				
*North Leg	OLD YORK	(segment)	(offset)		
*North Leg Desc.	Rd				
*East Leg	RISING SUN	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	OLD YORK	(segment)	(offset)		
*South Leg Desc.	Rd				
*West Leg	RISING SUN	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-OLDYORKRd-RISINGSUNAve-OLDYORKRd-RISINGSUNAve-2023-07-10-7-Type1
* Status	Current
Level of Service	Meets RC-67M

pennsylvania
DEPARTMENT OF TRANSPORTATION

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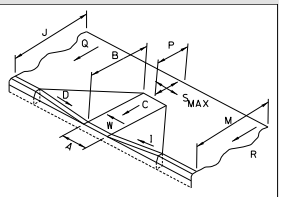
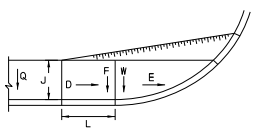
TYPE 1



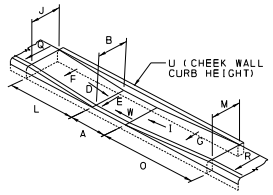
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



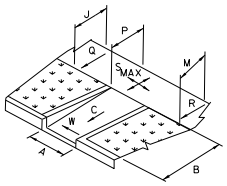
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



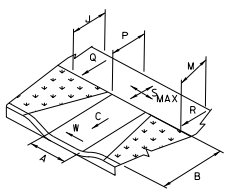
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



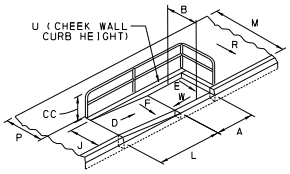
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



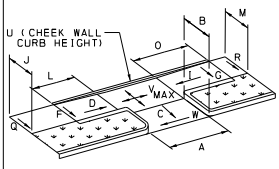
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



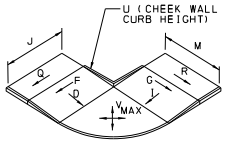
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



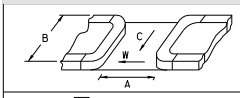
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

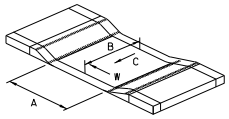


MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN



☐ TYPE B MEDIAN

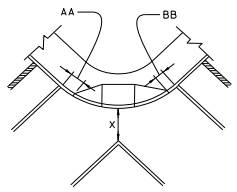


NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

	"0.00" inches or %		
*	A	49	(IN)
*	B	97	(IN)
*	C	0.20	(%)
*	D	7.97	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	0.15	(%)
*	J	159	(IN)
	K		(IN)
	L		(IN)
*	M	122	(IN)
	N		(IN)
	O		(IN)
*	P	46	(IN)
*	Q	4.50	(%)
*	R	6.47	(%)
*	S	1.73	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.05	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

C-06-101-60000-OLDYORKRd-RISINGSUNAve-OLDYORKRd-RISINGSUNAve-2023-07-10-7-Type1

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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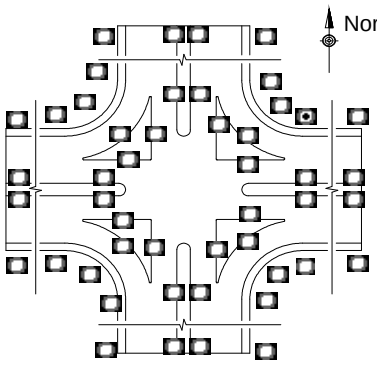
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	10		
Field Investigators 1	Trevor Mc Mahon				
Field Investigators 2					
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	No	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	Yes				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	3.20	%			
Cross Slope in Front of Ramp (Road Profile)	1.96	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 999	Alg Δ Grade	9.0	%		
Intersection Ramp # of #	5	12			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				
*North Leg	OLD YORK	(segment)	(offset)		
*North Leg Desc.	Rd				
*East Leg	RISING SUN	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	OLD YORK	(segment)	(offset)		
*South Leg Desc.	Rd				
*West Leg	RISING SUN	(segment)	(offset)		
*West Leg Desc.	Ave				

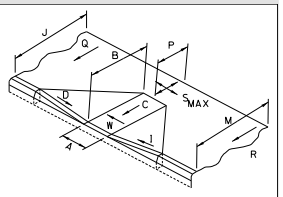


Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-OLDYORKRd-RISINGSUNAve-OLDYORKRd-RISINGSUNAve-2023-07-10-9-Type1
* Status	Current
Level of Service	Meets RC-67M

pennsylvania
DEPARTMENT OF TRANSPORTATION

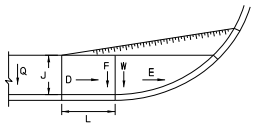
See the last tab of this workbook for instructions

TYPE 1



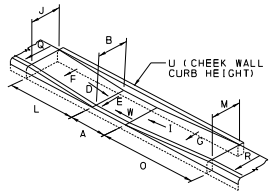
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



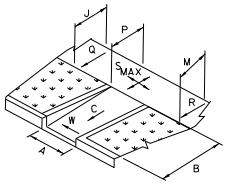
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



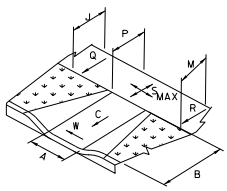
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



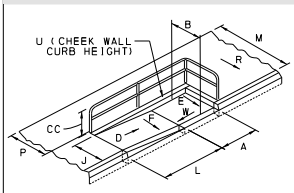
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



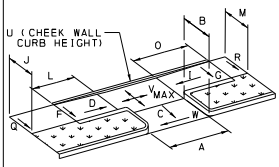
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



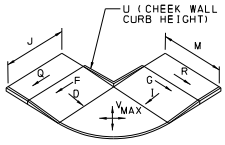
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



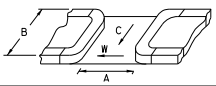
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

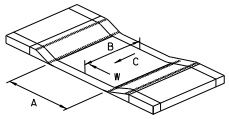


MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN



☐ TYPE B MEDIAN

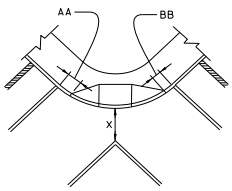


NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

	"0.00" inches or %		
*	A	49	(IN)
*	B	100	(IN)
*	C	5.84	(%)
*	D	7.83	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	3.01	(%)
*	J	159	(IN)
	K		(IN)
	L		(IN)
*	M	122	(IN)
	N		(IN)
	O		(IN)
*	P	50	(IN)
*	Q	4.50	(%)
*	R	6.47	(%)
*	S	1.73	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.05	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

C-06-101-60000-OLDYORKRd-RISINGSUNAve-OLDYORKRd-RISINGSUNAve-2023-07-10-9-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

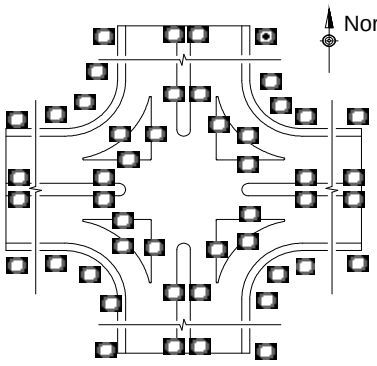
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	10		
Field Investigators 1	Trevor Mc Mahon				
Field Investigators 2					
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	No	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	Yes				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	3.66	%			
Cross Slope in Front of Ramp (Road Profile)	1.82	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 999	Alg Δ Grade	8.7	%		
Intersection Ramp # of #	7	12			
*Ramp Location (Use Figure Below)		06			
*Curb Ramp Type	Type 1				
*North Leg	OLD YORK	(segment)	(offset)		
*North Leg Desc.	Rd				
*East Leg	RISING SUN	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	OLD YORK	(segment)	(offset)		
*South Leg Desc.	Rd				
*West Leg	RISING SUN	(segment)	(offset)		
*West Leg Desc.	Ave				

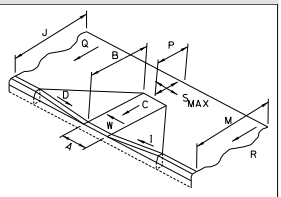


Accessible Push Buttons	Yes
Asset # (auto)	C-06-101-60000-OLDYORKRd-RISINGSUNAve-OLDYORKRd-RISINGSUNAve-2023-07-10-6-Type1
* Status	Current
Level of Service	Meets RC-67M

pennsylvania
DEPARTMENT OF TRANSPORTATION

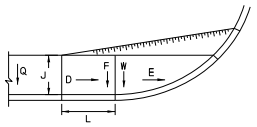
See the last tab of this workbook for instructions

TYPE 1



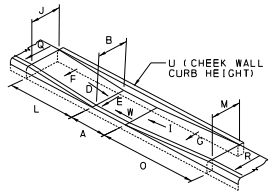
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



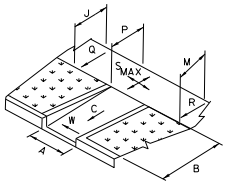
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



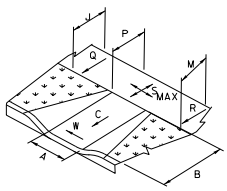
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



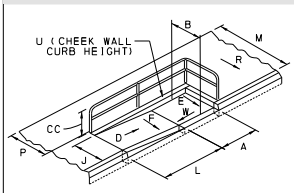
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



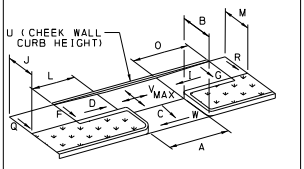
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



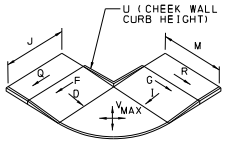
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



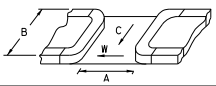
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

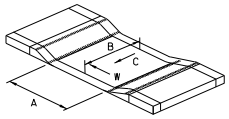


MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN



☐ TYPE B MEDIAN

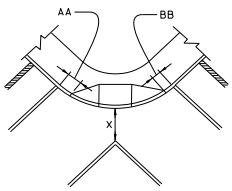


NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

	"0.00" inches or %		
*	A	53	(IN)
*	B	91	(IN)
*	C	5.07	(%)
*	D	6.10	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	4.18	(%)
*	J	173	(IN)
	K		(IN)
	L		(IN)
*	M	157	(IN)
	N		(IN)
	O		(IN)
*	P	43	(IN)
*	Q	2.46	(%)
*	R	3.93	(%)
*	S	1.03	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

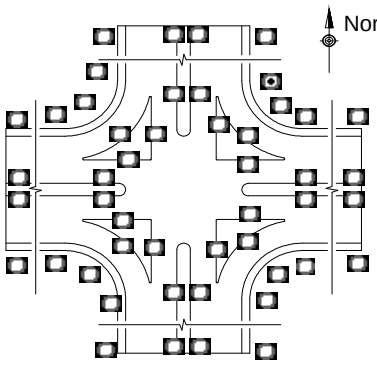
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	07	10	
Field Investigators 1		Trevor Mc Mahon			
Field Investigators 2					
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		No	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		4.96	%		
Cross Slope in Front of Ramp (Road Profile)		1.79	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	999	Alg Δ Grade	11.7	%	
Intersection Ramp # of #		6	12		
*Ramp Location (Use Figure Below)			07		
*Curb Ramp Type	Type 1				
*North Leg	OLD YORK	(segment)	(offset)		
*North Leg Desc.	Rd				
*East Leg	RISING SUN	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	OLD YORK	(segment)	(offset)		
*South Leg Desc.	Rd				
*West Leg	RISING SUN	(segment)	(offset)		
*West Leg Desc.	Ave				

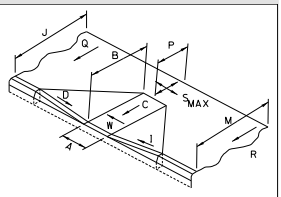


Accessible Push Buttons	Yes	
Asset # (auto)	C-06-101-60000-OLDYORKRd-RISINGSUNAve-OLDYORKRd-RISINGSUNAve-2023-07-10-7-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

pennsylvania
DEPARTMENT OF TRANSPORTATION

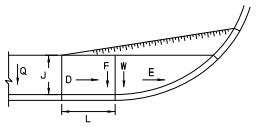
See the last tab of this workbook for instructions

TYPE 1



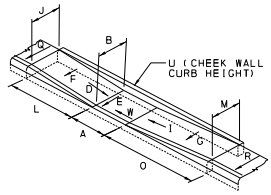
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



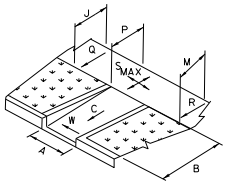
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



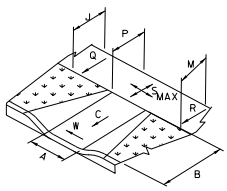
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



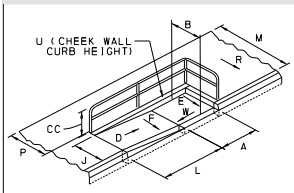
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



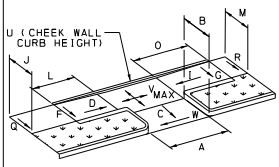
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



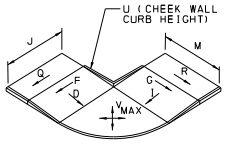
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



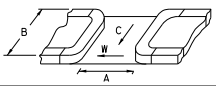
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

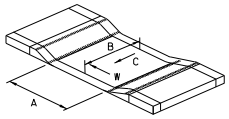


MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN



☐ TYPE B MEDIAN

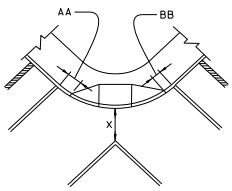


NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

	"0.00" inches or %		
*	A	48	(IN)
*	B	76	(IN)
*	C	6.71	(%)
*	D	5.55	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	5.54	(%)
*	J	173	(IN)
	K		(IN)
	L		(IN)
*	M	157	(IN)
	N		(IN)
	O		(IN)
*	P	46	(IN)
*	Q	2.46	(%)
*	R	3.93	(%)
*	S	1.33	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.88	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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DEPARTMENT OF TRANSPORTATION

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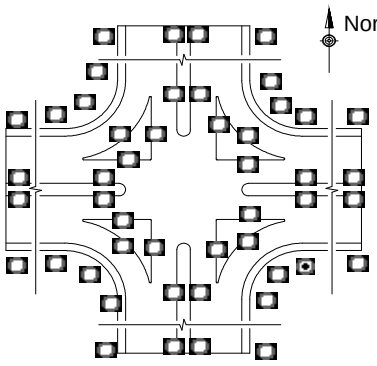
*Date of Investigation (yyyy mm dd)	2023	07	10		
Field Investigators 1	Trevor Mc Mahon				
Field Investigators 2					
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	No	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	Yes				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	3.15	%			
Cross Slope in Front of Ramp (Road Profile)	1.32	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 999	Alg Δ Grade	5.2	%		
Intersection Ramp # of #	8	12			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				
*North Leg	OLD YORK	(segment)	(offset)		
*North Leg Desc.	Rd				
*East Leg	W. ONTARIO	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	OLD YORK	(segment)	(offset)		
*South Leg Desc.	Rd				
*West Leg	W. ONTARIO	(segment)	(offset)		
*West Leg Desc.	St				



Accessible Push Buttons	Yes	
Asset # (auto)	C-06-101-60000-OLDYORKRd-W.ONTARIOSt-OLDYORKRd-W.ONTARIOSt-2023-07-10-12-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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DEPARTMENT OF TRANSPORTATION

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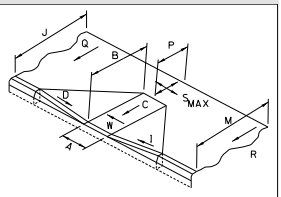
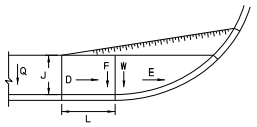
TYPE 1



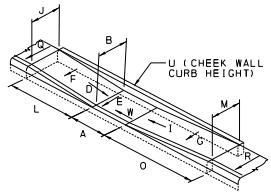
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



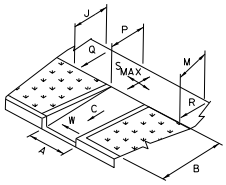
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



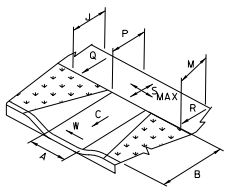
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



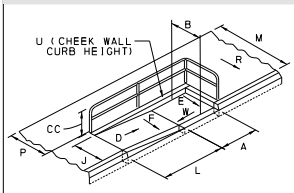
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



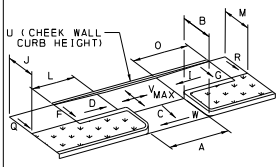
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



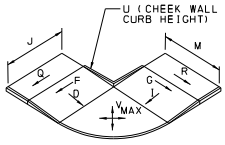
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



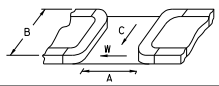
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

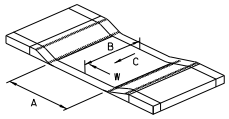


MAX ALG. CHANGE IN GRADE _____ %

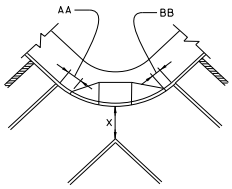
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	53	(IN)
*	B	73	(IN)
*	C	8.33	(%)
*	D	1.02	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	5.28	(%)
*	J	133	(IN)
	K		(IN)
	L		(IN)
*	M	149	(IN)
	N		(IN)
	O		(IN)
*	P	45	(IN)
*	Q	3.19	(%)
*	R	3.45	(%)
*	S	1.67	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.46	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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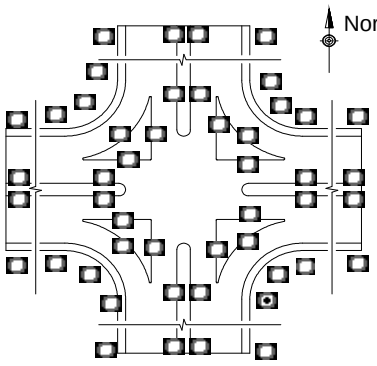
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	07	10	
Field Investigators 1		Trevor Mc Mahon			
Field Investigators 2					
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		No	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		4.83	%		
Cross Slope in Front of Ramp (Road Profile)		1.44	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	999	Alg Δ Grade	10.4	%	
Intersection Ramp # of #		9	12		
*Ramp Location (Use Figure Below)			14		
*Curb Ramp Type	Type 1				
*North Leg	OLD YORK	(segment)	(offset)		
*North Leg Desc.	Rd				
*East Leg	W. ONTARIO	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	OLD YORK	(segment)	(offset)		
*South Leg Desc.	Rd				
*West Leg	W. ONTARIO	(segment)	(offset)		
*West Leg Desc.	St				



Accessible Push Buttons	Yes	
Asset # (auto)	C-06-101-60000-OLDYORKRd-W.ONTARIOSt-OLDYORKRd-W.ONTARIOSt-2023-07-10-14-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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DEPARTMENT OF TRANSPORTATION

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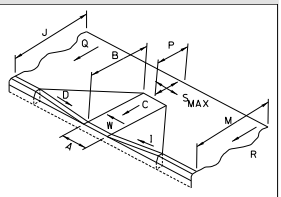
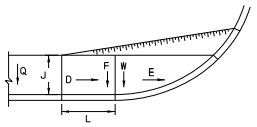
TYPE 1



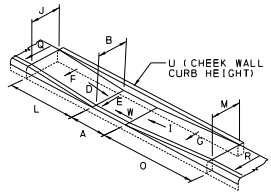
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



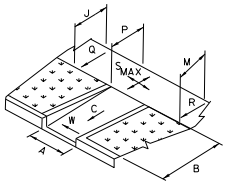
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



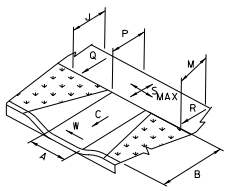
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



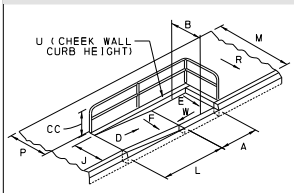
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



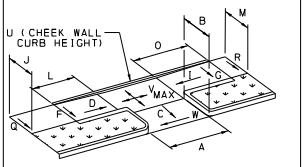
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



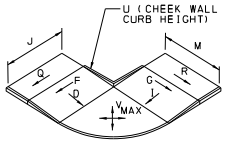
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



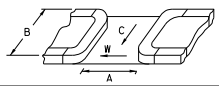
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

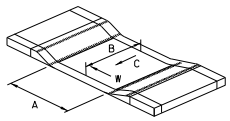


MAX ALG. CHANGE IN GRADE _____ %

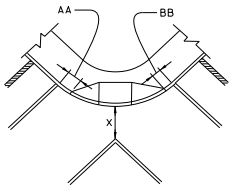
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	51	(IN)
*	B	106	(IN)
*	C	5.61	(%)
*	D	7.81	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	5.76	(%)
*	J	133	(IN)
	K		(IN)
	L		(IN)
*	M	149	(IN)
	N		(IN)
	O		(IN)
*	P	46	(IN)
*	Q	3.19	(%)
*	R	3.45	(%)
*	S	1.02	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.46	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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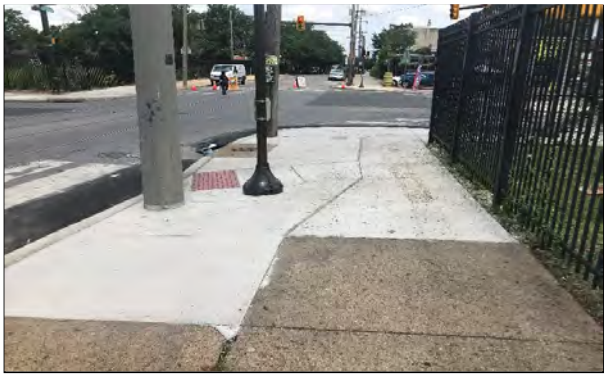
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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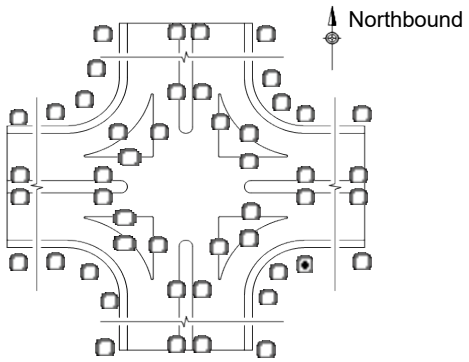
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	11	02	
Field Investigators 1	CLAIRE DINARDO			
Field Investigators 2	LAURA MOORE			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.90	%		
Cross Slope in Front of Ramp (Road Profile)	1.40	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS # VERIZON	Alg Δ Grade	13.4	%	
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)		12		
*Curb Ramp Type	Type 1			
*North Leg	6TH	(segment)	(offset)	
*North Leg Desc.	ST			
*East Leg	FAIRMOUNT	(segment)	(offset)	
*East Leg Desc.	AVE			
*South Leg	6TH	(segment)	(offset)	
*South Leg Desc.	ST			
*West Leg	FAIRMOUNT	(segment)	(offset)	
*West Leg Desc.	AVE			

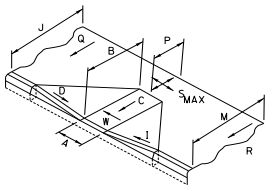


Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-6THST-FAIRMOUNTAVE-6THST-FAIRMOUNTAVE-2023-11-02-12-Type1
* Status	Current
Level of Service	Meets RC-67M

pennsylvania
DEPARTMENT OF TRANSPORTATION

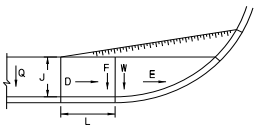
See the last tab of this workbook for instructions

TYPE 1



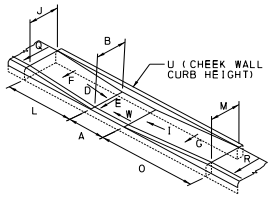
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



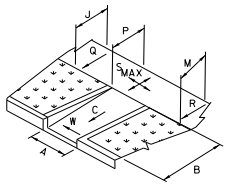
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



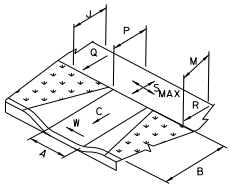
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



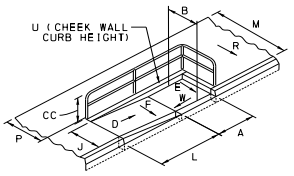
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



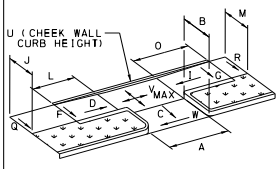
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



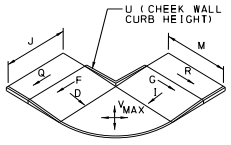
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



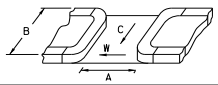
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

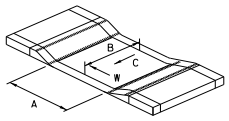


MAX ALG. CHANGE IN GRADE _____ %

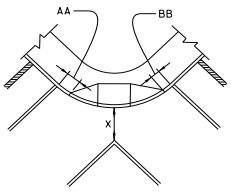
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	44	(IN)
*	C	11.50	(%)
*	D	10.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	10.40	(%)
*	J	121	(IN)
	K		(IN)
	L		(IN)
*	M	93	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	6.20	(%)
*	R	7.20	(%)
*	S	9.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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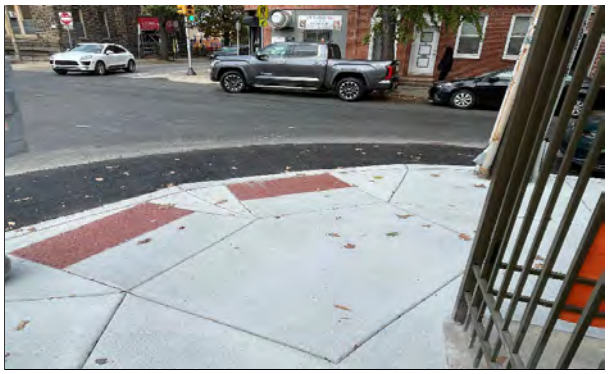
See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5



Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

(03-20)

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Forward Completed Forms to District ADA Coordinators

Ramp 170 - 12
N. 6th St.
Fairmount Ave.

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- ◉ Curb Ramp
- ○ Sidewalk
- ○ Ped. Push Button
- ○ Ped. Signal
- ○ Other

Complete Section Below to ADD Location to Transition Plan

*Add Location to Transition Plan	○ Yes ○ No
Suggested Repair	N/A
Approx. Repair Costs	N/A
Actual Repair Costs	N/A
Actual Repair	N/A
Date Repaired	N/A

Justification for Technically Infeasible

(check all that apply)

- ☐ Limited Right-of-Way
- ☑ Existing Utilities
- ☑ Structures, Buildings, Vaults
- ☐ Historic Areas
- ☐ Environmental Areas
- ☐ Grade Separations
- ☑ Other 1 Existing Slopes
- ☐ Other 2
- ☐ Other 3
- ☐ Other 4

General Information

*District:	06
*County:	Philadelphia
*Township/Boro:	Philadelphia City
Project ECMS #	N/A

Submitter Information

Submitted By:	John M. Robinson, P.E.
Submitter Company:	JMR Engineering, LLC
Street Address	106 Schubert Drive
City State Zip	Downingtown, PA 19335
Telephone	484-880-7342
*Date Submitted:	March 12, 2020

Project Information

Project Type

- ☐ Resurfacing Project
- ☐ Signal Project
- ☐ Widening Project
- ☐ Reconstruction
- ☐ New Construction (Tech Infeasible normally N/A)
- ☑ Other Utility Project

Pedestrian Traffic	◉ Yes	○ No
Pedestrian Trip Generators	○ Yes	◉ No
Safety Concerns	○ Yes	◉ No
R9-3A "No Peds" Signs	○ Yes	◉ No
Existing Crosswalk	◉ Yes	○ No
Existing Sidewalk	◉ Yes	○ No
Existing Push Buttons	○ Yes	◉ No
ADT	N/A	

Location Identification

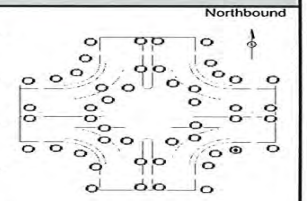
N. 6th St.
**SR North - Segment, Offset*

N. 6th St.
**SR South - Segment, Offset*

Fairmount Ave.
**SR East - Segment, Offset*

Fairmount Ave.
**SR West - Segment,Offset*

12
Location #



Investigated design alternatives	Why alternative was not selected
1.) move ramp east	ramp would be outside of the crosswalk
2.) move ramp west	would interfere with the adjacent ramp
3.) lowering sidewalk/extend ramp	would increase exisitng slopes and interfere with existing fence

Alternative selected and description of what requirement is not met

A Type 1 ramp is designed at this location. Max. ramp slope of 8.33%, max. flare cross slope of 10.0%, max. landing slope area of 2.0%, and max. ramp angle of 22 degrees are not met. Proposed is max. ramp slope of 11.7%, max. flare cross slope of 10.5%, max. landing slope of 9.4%, and max. ramp angle of 44 degrees. Due to the geometry of this intersection, existing slopes and adjacent utilities the ramp is noncompliant, however, the design complies to the maximum extent possible.

ADA Review Committee Recommendation

☑ Approved
○ Denied

Mirian Marie Vaghese 8.25.23
ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved
○ Denied

Sunil Gill 09/22/2023
District ADE of Design - Date

TIF #: TIF-06-Philadelphia-Philadelphia City-(N. 6th St.)-(N. 6th St.)-(Fairmount Ave.)-(Fairmount Ave.)-12-Mar 12, 2020

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

Sheet 1 - Technically Infeasible Form

(Print with a PCL Driver)

Sheet 4 - Tech Infeasible Form Sheet 1

C-06-101-60000-6THST-FAIRMOUNTAVE-6THST-FAIRMOUNTAVE-2023-11-02-14-Type1

1200

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Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)

(03-20)

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DEPARTMENT OF TRANSPORTATION

Ramp 170 - 12
N. 6th St.
Fairmount Ave.

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

Consideration was given to moving the ramp to the east; moving the ramp to the east is not possible because of the ramp would be located outside of the existing crosswalk. For this reason, this alternative was no longer considered and the layout and design that provides maximum access was chosen.

Investigated Design Alternative #2

Consideration was given to extending the ramp; extending the ramp may help ramp slopes, but would interfere with the existing fence. For this reason, this alternative was no longer considered and the layout and design that provides maximum access was chosen.

Investigated Design Alternative #3

Consideration was given to lowering the sidewalk / extending the ramp; lowering the sidewalk would increase the existing slopes further and extending the ramp may help ramp slopes, but would interfere with the adjacent ramp slopes. For this reason, this alternative was no longer considered and the layout and design that provides maximum access was chosen.

Summary

PennDOT requirements dictate a max. ramp longitudinal slope of 8.33%, max. flare slope of 10.0%; max. ramp landing area slope of 2.0%, and max. ramp angle of 22 degrees. Due to the geometry of this intersection, existing slopes, existing fence, and the existing utilities the ramp is noncompliant, however, the design complies to the maximum extent possible. Proposed for this location: a Type 1 Ramp, max. ramp longitudinal slope of 11.7%, max. flare slope of 10.5%, max. ramp landing area slope of 9.4%, and max. ramp angle of 44 degrees.

TIF #: *TIF-06-Philadelphia-Philadelphia City-(N. 6th St.)-(N. 6th St.)-(Fairmount Ave.)-(Fairmount Ave.)-12-Mar 12, 2020*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

Sheet 2 - Technically Infeasible Form

(Print with a PCL Driver)

CS-4401 (6-17)

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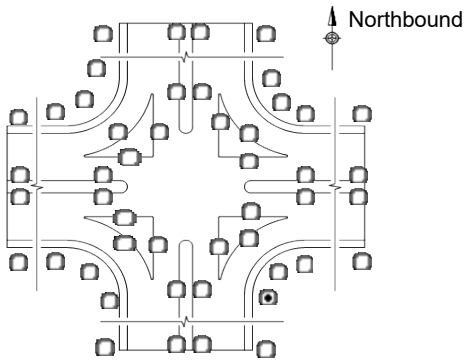
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	11	02	
Field Investigators 1	CLAIRE DINARDO			
Field Investigators 2	LAURA MOORE			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.30	%		
Cross Slope in Front of Ramp (Road Profile)	1.50	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #	VERIZON	Alg Δ Grade	12.5	%
Intersection Ramp # of #		1	2	
*Ramp Location (Use Figure Below)			14	
*Curb Ramp Type	Type 1			
*North Leg	6TH	(segment)	(offset)	
*North Leg Desc.	ST			
*East Leg	FAIRMOUNT	(segment)	(offset)	
*East Leg Desc.	AVE			
*South Leg	6TH	(segment)	(offset)	
*South Leg Desc.	ST			
*West Leg	FAIRMOUNT	(segment)	(offset)	
*West Leg Desc.	AVE			



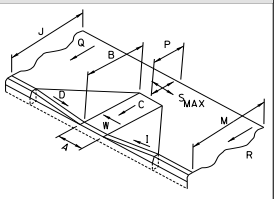
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-6THST-FAIRMOUNTAVE-6THST-FAIRMOUNTAVE-2023-11-02-14-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

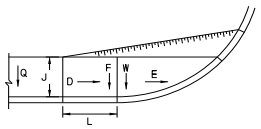
See the last tab of this workbook for instructions

TYPE 1



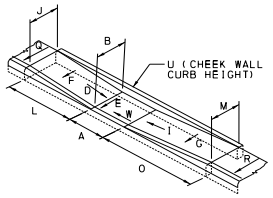
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



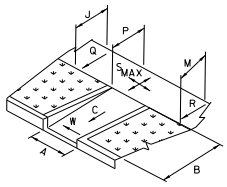
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



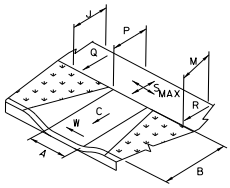
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



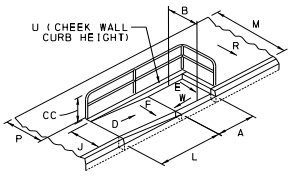
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



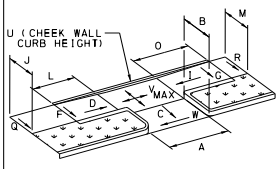
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



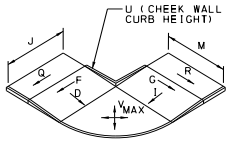
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



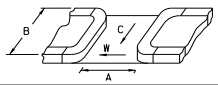
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

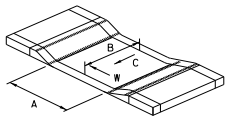


MAX ALG. CHANGE IN GRADE _____ %

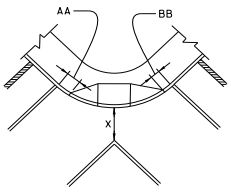
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	44	(IN)
*	C	10.20	(%)
*	D	13.20	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	16.00	(%)
*	J	121	(IN)
	K		(IN)
	L		(IN)
*	M	92	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	7.20	(%)
*	R	6.20	(%)
*	S	9.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.90	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

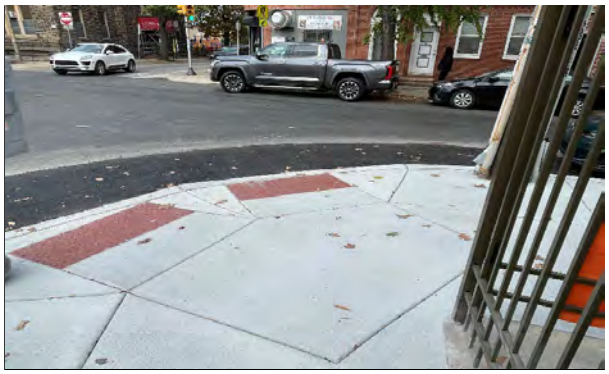
See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5



Insert Picture 3

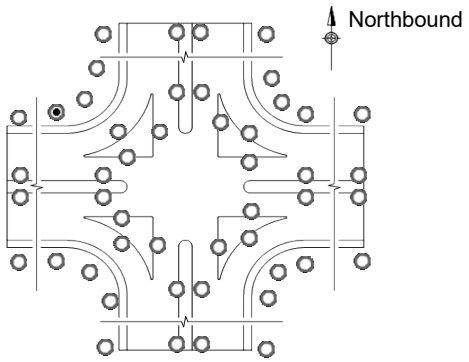
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	09	02	
Field Investigators 1		CLAIRE DINARDO			
Field Investigators 2		LAURA MOORE			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		2.90	%		
Cross Slope in Front of Ramp (Road Profile)		1.10	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	VERIZON	Alg Δ Grade	13.0	%	
Intersection Ramp # of #		1	2		
*Ramp Location (Use Figure Below)			02		
*Curb Ramp Type	Type 1				
*North Leg	9TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	RACE	(segment)	(offset)		
*East Leg Desc.	ST				
*South Leg	9TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	RACE	(segment)	(offset)		
*West Leg Desc.	ST				

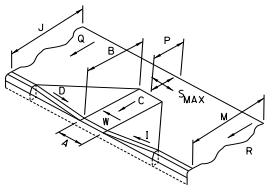


Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-9THSt-RACEST-9THSt-RACEST-2023-09-02-2-Type1
* Status	Current
Level of Service	Meets RC-67M

pennsylvania
DEPARTMENT OF TRANSPORTATION

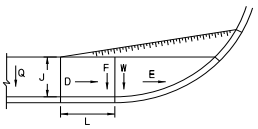
See the last tab of this workbook for instructions

TYPE 1



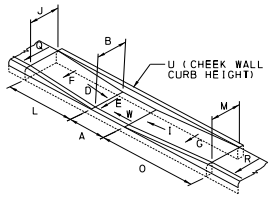
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



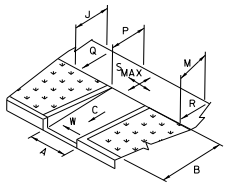
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



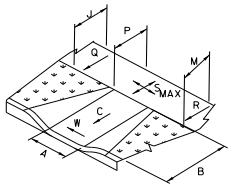
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



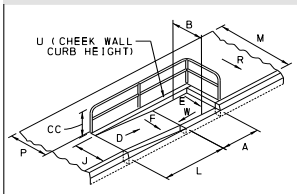
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



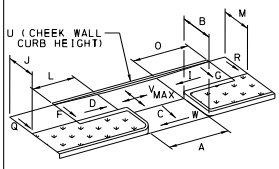
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



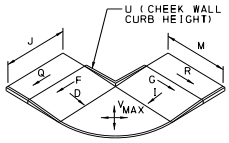
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



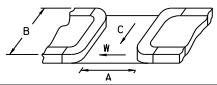
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

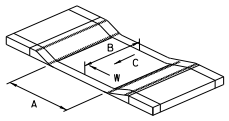


MAX ALG. CHANGE IN GRADE _____ %

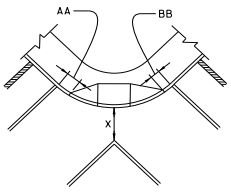
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	81	(IN)
*	C	10.10	(%)
*	D	5.70	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	4.10	(%)
*	J	121	(IN)
	K		(IN)
	L		(IN)
*	M	122	(IN)
	N		(IN)
	O		(IN)
*	P	56	(IN)
*	Q	7.30	(%)
*	R	5.40	(%)
*	S	4.10	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

C-06-101-60000-9THSt-RACEST-9THSt-RACEST-2023-09-02-2-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

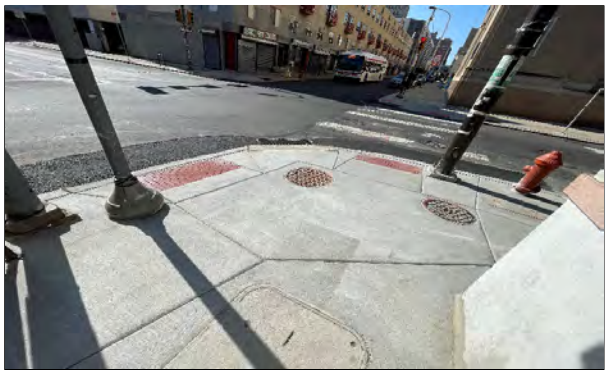
See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5



Insert Picture 3

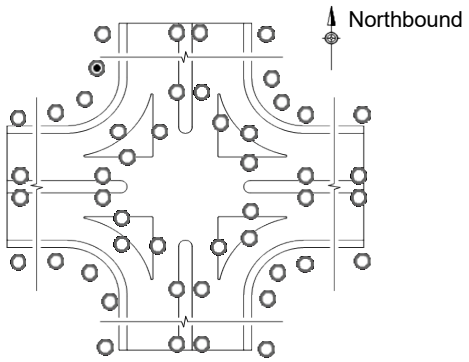
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	09	02	
Field Investigators 1		CLAIRE DINARDO			
Field Investigators 2		LAURA MOORE			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		2.50	%		
Cross Slope in Front of Ramp (Road Profile)		1.80	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	VERIZON	Alg Δ Grade	13.0	%	
Intersection Ramp # of #		1	2		
*Ramp Location (Use Figure Below)			04		
*Curb Ramp Type	Type 1				
*North Leg	9TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	RACE	(segment)	(offset)		
*East Leg Desc.	ST				
*South Leg	9TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	RACE	(segment)	(offset)		
*West Leg Desc.	ST				

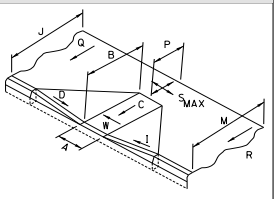


Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-9THSt-RACEST-9THSt-RACEST-2023-09-02-4-Type1
* Status	Current
Level of Service	Meets RC-67M

pennsylvania
DEPARTMENT OF TRANSPORTATION

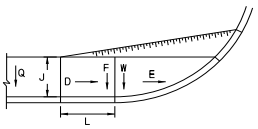
See the last tab of this workbook for instructions

TYPE 1



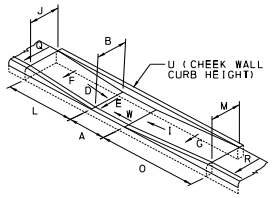
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



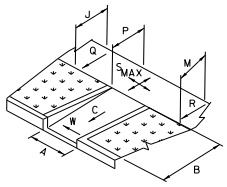
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



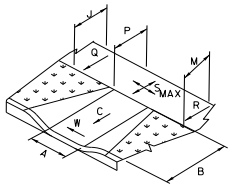
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



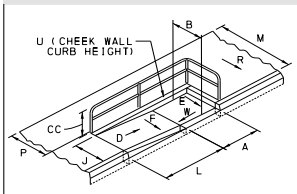
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



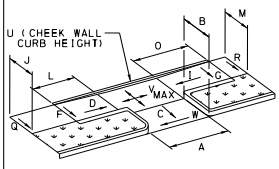
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



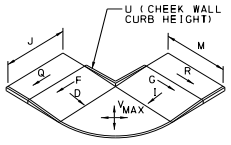
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



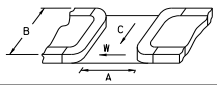
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

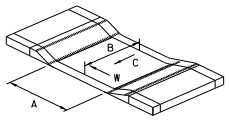


MAX ALG. CHANGE IN GRADE _____ %

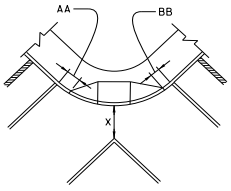
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	37	(IN)
*	C	10.50	(%)
*	D	2.30	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	11.70	(%)
*	J	122	(IN)
	K		(IN)
	L		(IN)
*	M	121	(IN)
	N		(IN)
	O		(IN)
*	P	63	(IN)
*	Q	5.40	(%)
*	R	7.30	(%)
*	S	4.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

C-06-101-60000-9THSt-RACEST-9THSt-RACEST-2023-09-02-4-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

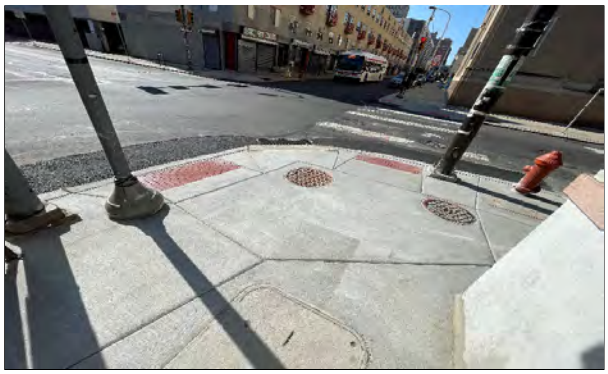
See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5



Insert Picture 3

Insert Picture 6

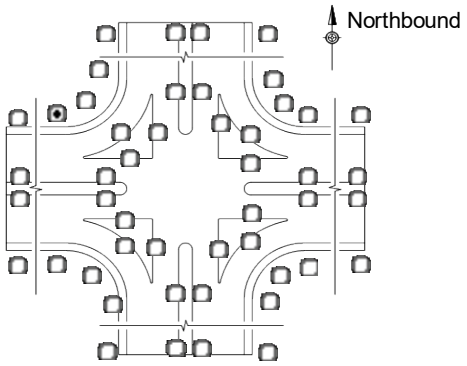
Partial Submission for Project PWD S-50210-G
Officially Accepted on 1/31/2024
Under Project W-727 - WOID # 1113043

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	04	20	
Field Investigators 1	Brima B. Kamara - Padula Engineering			
Field Investigators 2	Yusuf A. Kamara - Padula Engineering			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	Yes			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.10	%		
Cross Slope in Front of Ramp (Road Profile)	1.00	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #		Alg Δ Grade	8.7	%
Intersection Ramp # of #	1	1		
*Ramp Location (Use Figure Below)	02			
*Curb Ramp Type	Type 1			
*North Leg	24th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Dufor	(segment)	(offset)	
*East Leg Desc.	St.			
*South Leg	24th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Dufor	(segment)	(offset)	
*West Leg Desc.	St.			



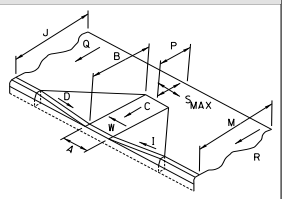
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-24thSt-DuforSt.-24thSt-DuforSt.-2023-04-20-2-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

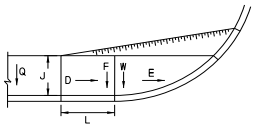
See the last tab of this workbook for instructions

TYPE 1



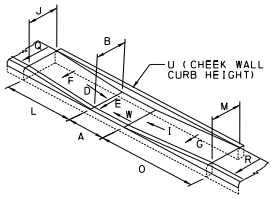
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



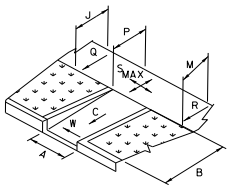
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



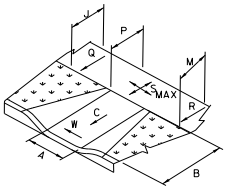
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



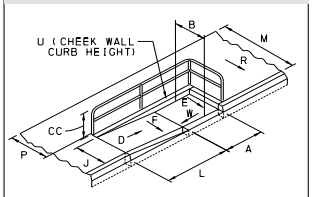
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



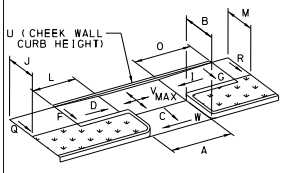
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



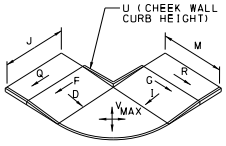
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



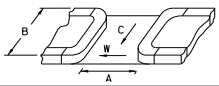
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

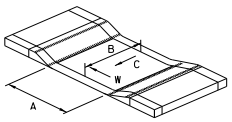


MAX ALG. CHANGE IN GRADE _____ %

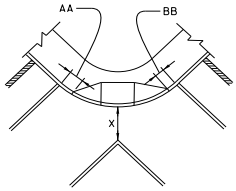
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	60	(IN)
*	C	7.60	(%)
*	D	6.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	3.00	(%)
*	J	117	(IN)
	K		(IN)
	L		(IN)
*	M	209	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.30	(%)
*	R	5.50	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.10	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

Partial Submission for Project PWD S-50210-G
Officially Accepted on 1/31/2024
Under Project W-727 - WOID # 1113043

CS-4401 (6-17)

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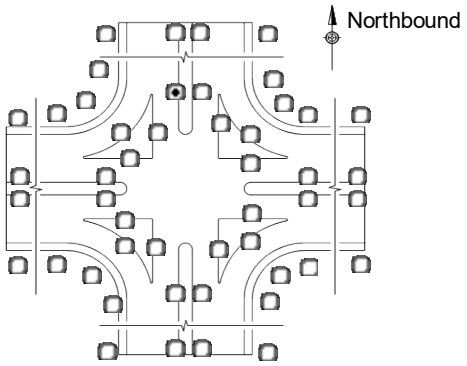
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	05	24	
Field Investigators 1		Brima B. Kamara - Padula Engineering			
Field Investigators 2		Yusuf A. Kamara - Padula Engineering			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		-3.80	%		
Cross Slope in Front of Ramp (Road Profile)		1.10	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #		Alg Δ Grade	11.5	%	
Intersection Ramp # of #		1	2		
*Ramp Location (Use Figure Below)			35		
*Curb Ramp Type	Type 1				
*North Leg	24th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	McKean	(segment)	(offset)		
*East Leg Desc.	St.				
*South Leg	24th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	McKean	(segment)	(offset)		
*West Leg Desc.	St.				



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-24thSt-McKeanSt.-24thSt-McKeanSt.-2023-05-24-35-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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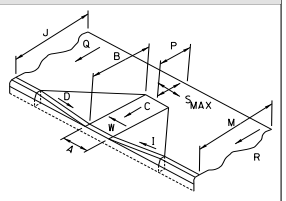
DEPARTMENT OF TRANSPORTATION

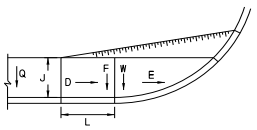
See the last tab of this workbook for instructions

TYPE 1



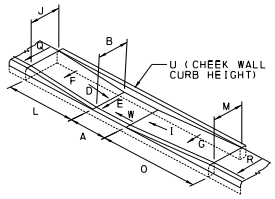
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



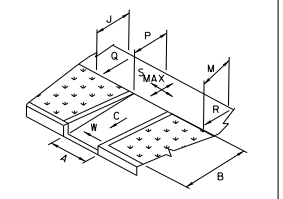
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



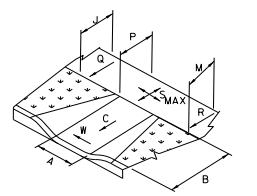
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



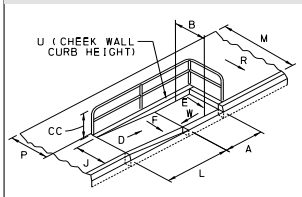
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



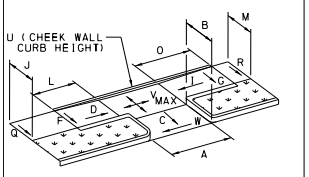
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



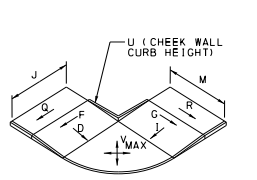
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



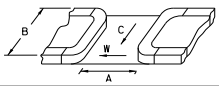
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

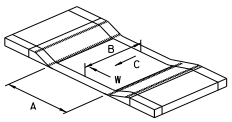


MAX ALG. CHANGE IN GRADE _____ %

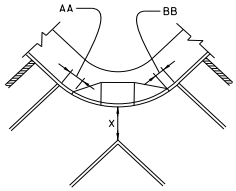
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	24	(IN)
*	C	7.70	(%)
*	D	8.70	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	4.90	(%)
*	J	0	(IN)
	K		(IN)
	L		(IN)
*	M	133	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	0.00	(%)
*	R	1.30	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.10	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

Partial Submission for Project PWD S-50210-G
Officially Accepted on 1/31/2024
Under Project W-727 - WOID # 1113043

CS-4401 (6-17)

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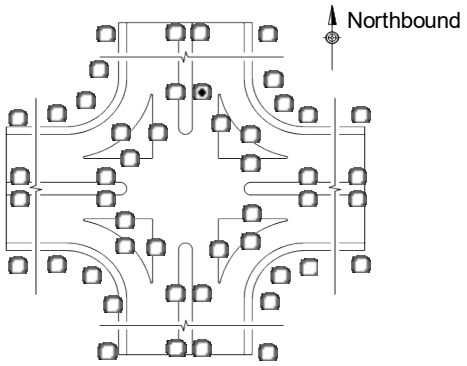
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	05	24	
Field Investigators 1		Brima B. Kamara - Padula Engineering			
Field Investigators 2		Yusuf A. Kamara - Padula Engineering			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		-4.00	%		
Cross Slope in Front of Ramp (Road Profile)		0.60	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #		Alg Δ Grade	10.7	%	
Intersection Ramp # of #		2	2		
*Ramp Location (Use Figure Below)			36		
*Curb Ramp Type	Type 1				
*North Leg	24th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	McKean	(segment)	(offset)		
*East Leg Desc.	St.				
*South Leg	24th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	McKean	(segment)	(offset)		
*West Leg Desc.	St.				



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-24thSt-McKeanSt.-24thSt-McKeanSt.-2023-05-24-36-Type1	
* Status	Current	
Level of Service	As Per Contract Documents	

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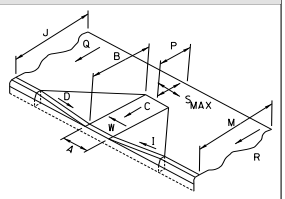
DEPARTMENT OF TRANSPORTATION

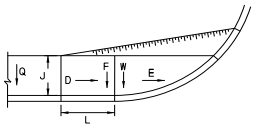
See the last tab of this workbook for instructions

TYPE 1



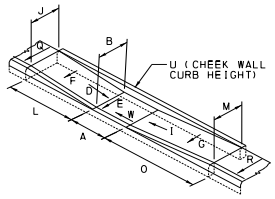
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



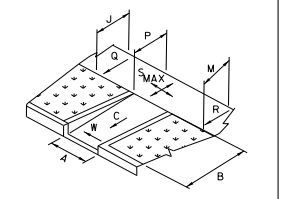
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



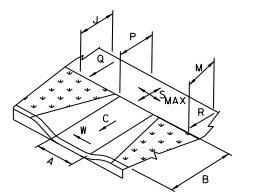
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



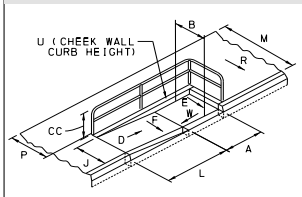
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



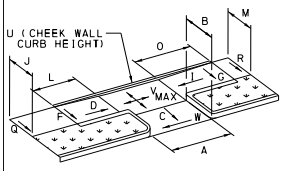
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



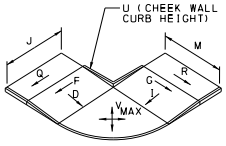
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



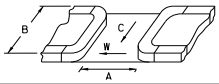
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

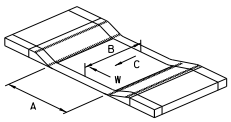


MAX ALG. CHANGE IN GRADE _____ %

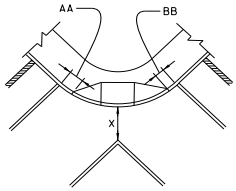
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	24	(IN)
*	C	6.70	(%)
*	D	7.50	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	20.10	(%)
*	J	133	(IN)
	K		(IN)
	L		(IN)
*	M	0	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	2.00	(%)
*	R	0.00	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.80	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

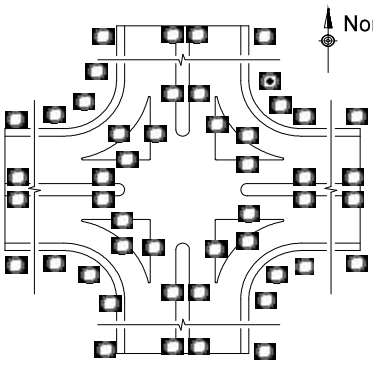
CS-4401 (1-11)

pennsylvania
DEPARTMENT OF TRANSPORTATION

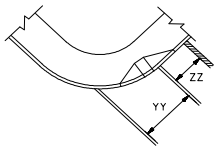
See the last tab of this workbook for instructions

*Date of Investigation (yyyy dd mm)	2023	08	09	
Field Investigators 1	Meghan Sparks			
Field Investigators 2	Stefaniya Surikova			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	0.60	%	0.20	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #	N/A	Alg Δ Grade	3.6	%
Intersection Ramp # of #		3	8	
*Ramp Location (Use Figure Below)			07	
*Curb Ramp Type	Type 1			
*North Leg	34th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Spruce	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	34th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Spruce	(segment)	(offset)	
*West Leg Desc.	St			

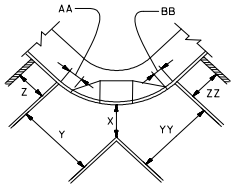


☐ 1 RAMP, 1 CROSSINGS



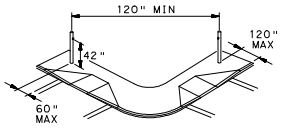
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-34thSt-SpruceSt-34thSt-SpruceSt-2023-08-09-7-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

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DEPARTMENT OF TRANSPORTATION

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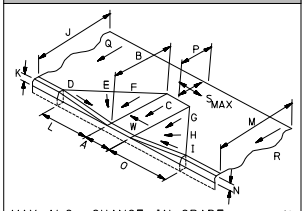
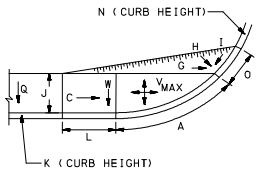
☐ TYPE 1



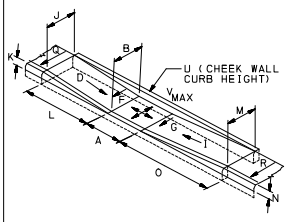
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



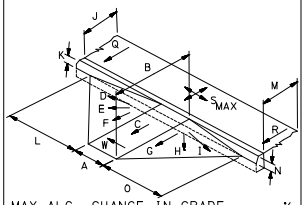
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



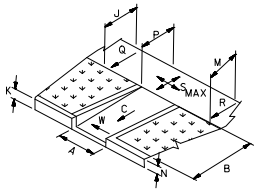
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



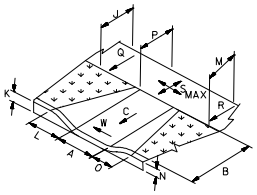
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



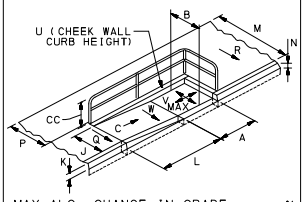
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



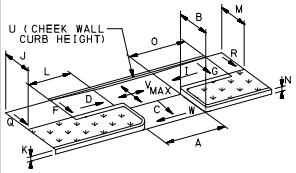
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



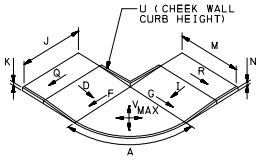
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



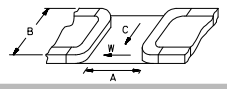
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

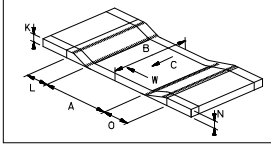
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	55	(IN)
*	C	5.10	(%)
*	D	12.50	(%)
	E	8.35	(%)
*	F	4.20	(%)
*	G	5.10	(%)
	H	3.25	(%)
*	I	1.40	(%)
*	J	162	(IN)
	K	4	(IN)
	L	24	(IN)
*	M	162	(IN)
	N	2	(IN)
	O	40	(IN)
*	P	83	(IN)
*	Q	0.50	(%)
*	R	0.60	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	244	(IN)
*	Z		(IN)
*	ZZ	138	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

Left flare slope exceeds 10%, however this is a non-walking surface due to the location of the existing mast arm.

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 2

Insert Picture 3

Insert Picture 4

Insert Picture 5

Insert Picture 6

CS-4401 (1-11)

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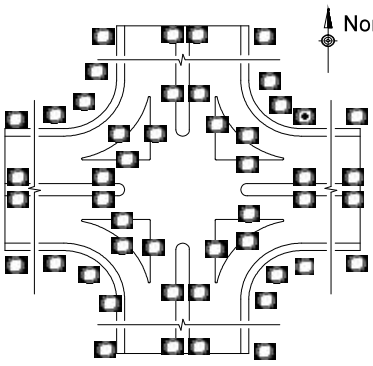
DEPARTMENT OF TRANSPORTATION

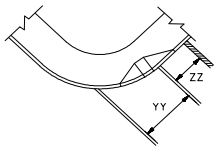
See the last tab of this workbook for instructions

*Date of Investigation (yyyy dd mm)	2023	08	09	
Field Investigators 1	Meghan Sparks			
Field Investigators 2	Stefaniya Surikova			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	2.30	%	1.90	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #	N/A	Alg Δ Grade	10.2	%
Intersection Ramp # of #		4	8	
*Ramp Location (Use Figure Below)			09	
*Curb Ramp Type	Type 1			
*North Leg	34th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Spruce	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	34th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Spruce	(segment)	(offset)	
*West Leg Desc.	St			

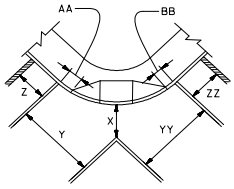


☐ 1 RAMP, 1 CROSSINGS



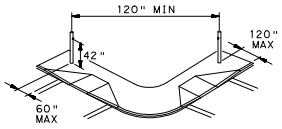
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-34thSt-SpruceSt-34thSt-SpruceSt-2023-08-09-9-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

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DEPARTMENT OF TRANSPORTATION

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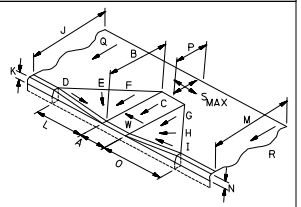
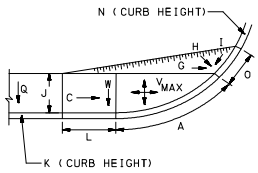
☐ TYPE 1



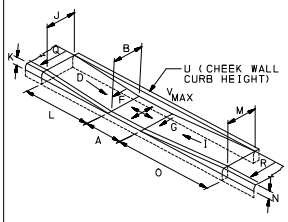
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



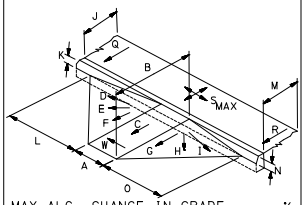
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



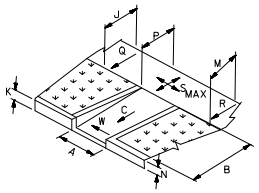
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



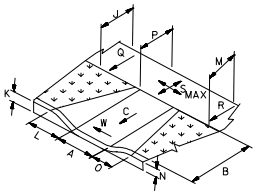
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



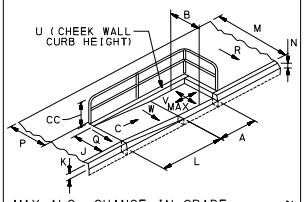
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



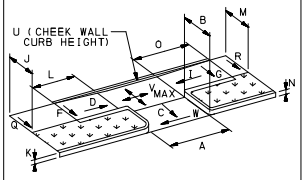
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



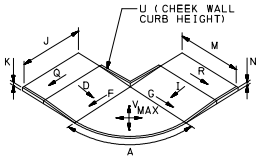
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



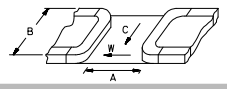
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

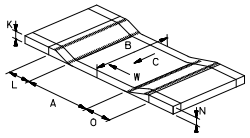
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



(insert comments below)

	"0.00" inches or %		
*	A	48	(IN)
*	B	98	(IN)
*	C	7.90	(%)
*	D	8.00	(%)
	E	6.95	(%)
*	F	5.90	(%)
*	G	7.90	(%)
	H	7.75	(%)
*	I	7.60	(%)
*	J	212	(IN)
	K	3	(IN)
	L	62	(IN)
*	M	212	(IN)
	N	4	(IN)
	O	52	(IN)
*	P	48	(IN)
*	Q	4.70	(%)
*	R	2.00	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	244	(IN)
*	Z		(IN)
*	ZZ	128	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

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DEPARTMENT OF TRANSPORTATION

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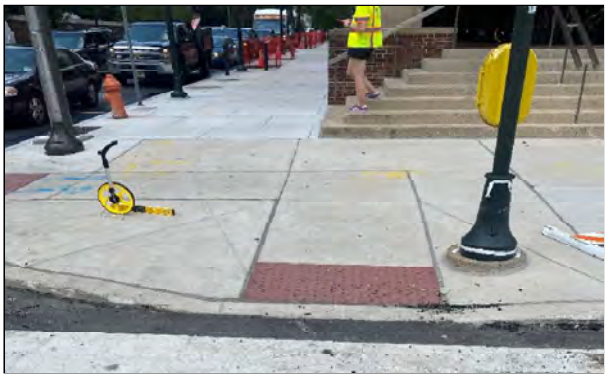
Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (1-11)

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DEPARTMENT OF TRANSPORTATION

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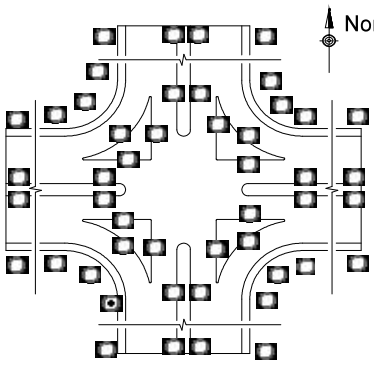
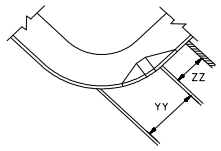
*Date of Investigation (yyyy dd mm)	2023	08	09	
Field Investigators 1	Meghan Sparks			
Field Investigators 2	Stefaniya Surikova			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	State Route			
Photo Log Number	N/A			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	0.60	%	1.10	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #	N/A	Alg Δ Grade	7.7	%
Intersection Ramp # of #		7	8	
*Ramp Location (Use Figure Below)			17	
*Curb Ramp Type	Type 1			
*North Leg	0013	(segment)	(offset)	
*North Leg Desc.	SR	0061	0098	
*East Leg	Spruce	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	0013	(segment)	(offset)	
*South Leg Desc.	SR	0061	0098	
*West Leg	Spruce	(segment)	(offset)	
*West Leg Desc.	St			

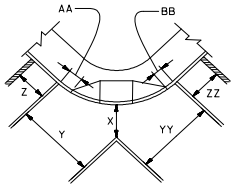


☐ 1 RAMP, 1 CROSSINGS



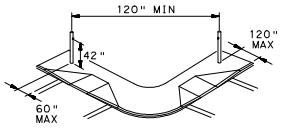
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-0013SR-SpruceSt-0013SR-SpruceSt-2023-08-09-17-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

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DEPARTMENT OF TRANSPORTATION

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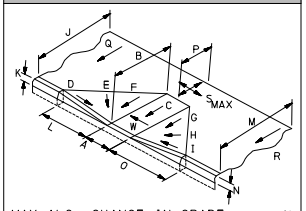
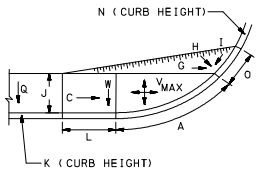
☐ TYPE 1



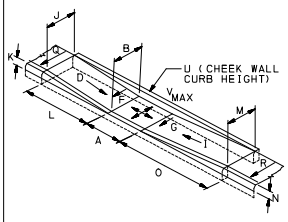
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



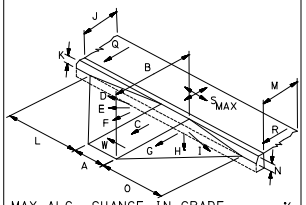
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



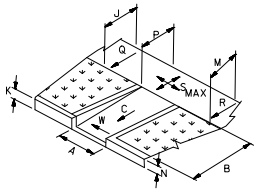
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



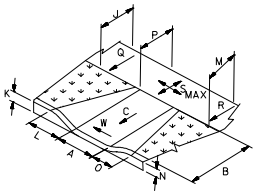
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



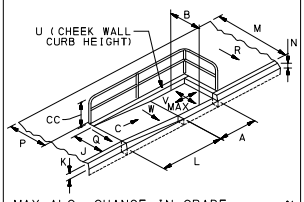
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



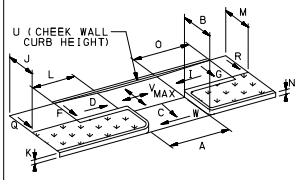
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



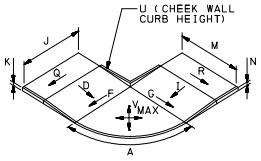
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



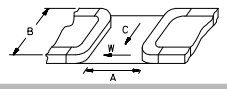
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

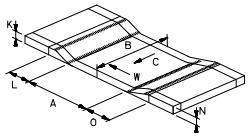
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



(insert comments below)

	"0.00" inches or %		
*	A	48	(IN)
*	B	107	(IN)
*	C	7.40	(%)
*	D	7.10	(%)
	E	6.85	(%)
*	F	7.10	(%)
*	G	7.40	(%)
	H	9.00	(%)
*	I	9.90	(%)
*	J	181	(IN)
	K	4	(IN)
	L	43	(IN)
*	M	181	(IN)
	N	5	(IN)
	O	52	(IN)
*	P	48	(IN)
*	Q	2.20	(%)
*	R	3.40	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
*	Y		(IN)
*	YY	248	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (1-11)

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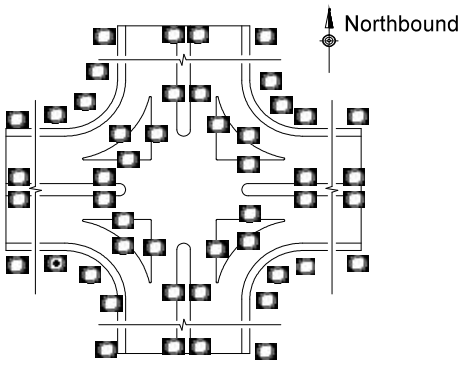
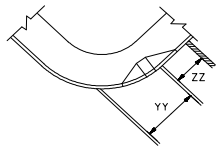
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy dd mm)	2023	08	09	
Field Investigators 1	Meghan Sparks			
Field Investigators 2	Stefaniya Surikova			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	3.10	%	2.30	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS # N/A	Alg Δ Grade	7.6 %		
Intersection Ramp # of #	8	8		
*Ramp Location (Use Figure Below)		19		
*Curb Ramp Type	Type 1			
*North Leg	0013	(segment)	(offset)	
*North Leg Desc.	SR	0061	0098	
*East Leg	Spruce	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	0013	(segment)	(offset)	
*South Leg Desc.	SR	0061	0098	
*West Leg	Spruce	(segment)	(offset)	
*West Leg Desc.	St			

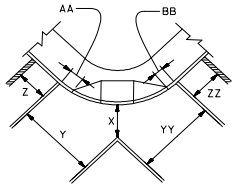


☐ 1 RAMP, 1 CROSSINGS



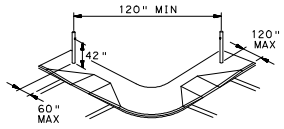
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-0013SR-SpruceSt-0013SR-SpruceSt-2023-08-09-19-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Non-Compliant

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DEPARTMENT OF TRANSPORTATION

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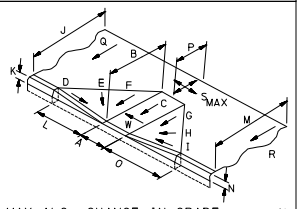
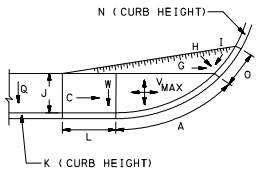
☐ TYPE 1



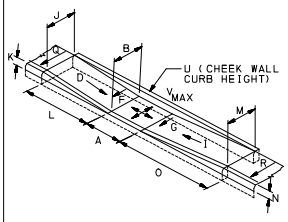
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



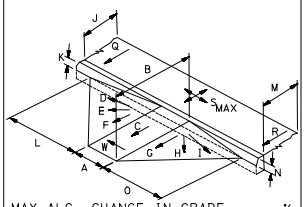
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



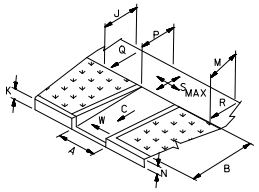
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



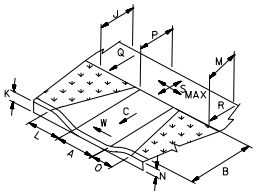
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



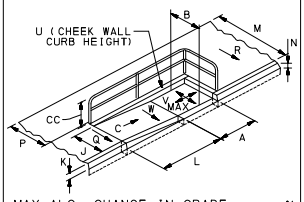
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



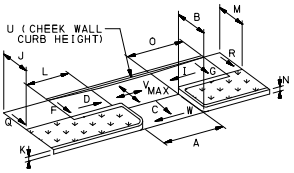
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



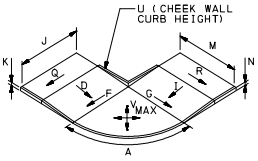
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



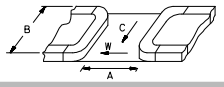
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

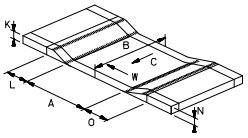
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	67	(IN)
*	C	5.00	(%)
*	D	3.00	(%)
	E	4.00	(%)
*	F	5.00	(%)
*	G	4.80	(%)
	H	9.50	(%)
*	I	14.20	(%)
*	J	236	(IN)
	K	3	(IN)
	L	40	(IN)
*	M	236	(IN)
	N	5	(IN)
	O	36	(IN)
*	P	48	(IN)
*	Q	1.40	(%)
*	R	2.50	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.70	(%)
*	X		(IN)
*	Y		(IN)
*	YY	248	(IN)
*	Z		(IN)
*	ZZ	154	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

Right flare slope of 14.2% exceeds 10% due to location of existing inlet.

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

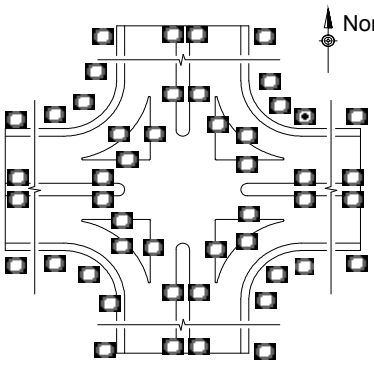
Partial Submission for Project PECO-U-568
Officially Accepted on 8/29/2023
Under Project U-568 - WOID # 1114250

CS-4401 (1-11)

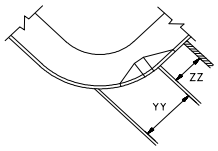
pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy dd mm)	2017	11	03	
Field Investigators 1	Donna Zhang			
Field Investigators 2	Olivia Basso			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number				
Number of Photos	4			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	7.00 %		3.90 %	
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #		Alg Δ Grade	13.1 %	
Intersection Ramp # of #		1	2	
*Ramp Location (Use Figure Below)			09	
*Curb Ramp Type	Type 1			
*North Leg	21st S	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Ludlow	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	21st	(segment)	(offset)	
*South Leg Desc.	Dr			
*West Leg		(segment)	(offset)	
*West Leg Desc.				

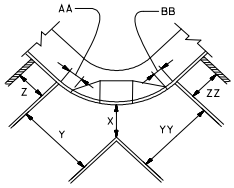


☐ 1 RAMP, 1 CROSSINGS



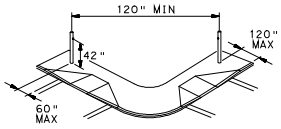
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	Yes	
Asset # (auto)	C-06-101-60000-21stSSt-LudlowSt-21stDr-2017-11-03-9-Type1	
* Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	☐Meets RC-67M ☐As Per Contract Documents ☐Ex - Provides Max Access ☐Non-Compliant	

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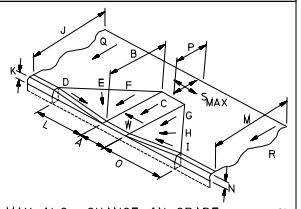
DEPARTMENT OF TRANSPORTATION

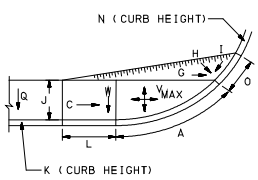
See the last tab of this workbook for instructions

☐ TYPE 1



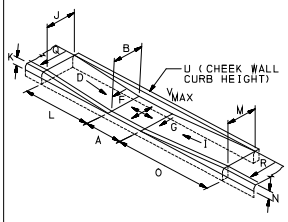
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



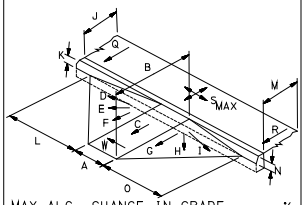
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



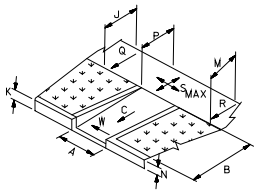
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



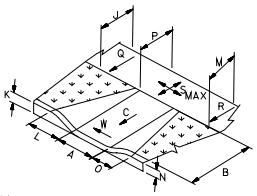
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



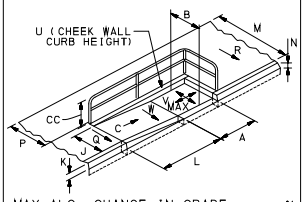
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



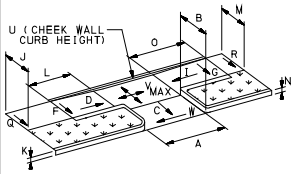
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



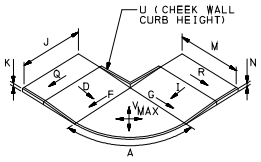
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



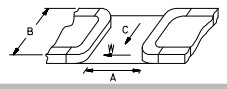
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

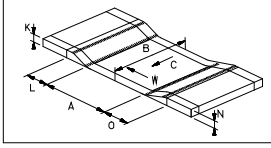
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	56	(IN)
*	C	7.60	(%)
*	D	6.30	(%)
	E	6.95	(%)
*	F	7.60	(%)
*	G	6.00	(%)
	H	8.00	(%)
*	I	10.00	(%)
*	J	66	(IN)
	K	3	(IN)
	L	43	(IN)
*	M	109	(IN)
	N	2	(IN)
	O	57	(IN)
*	P	48	(IN)
*	Q	3.00	(%)
*	R	1.40	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	3.70	(%)
*	X		(IN)
*	Y		(IN)
*	YY	125	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

Insert comments here. Use the comments area to address why as-built conditions do not match design drawings, or any other discrepancies.

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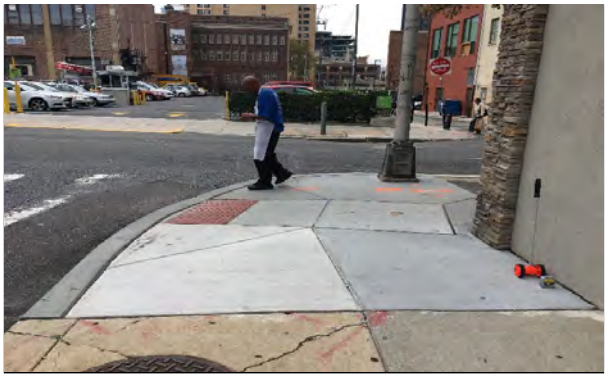
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

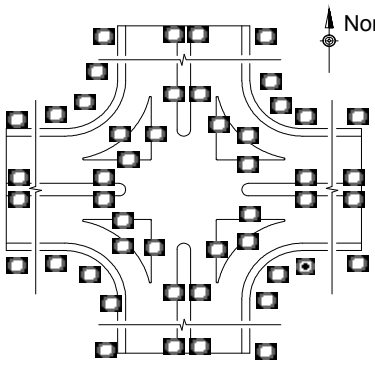
Partial Submission for Project PECO-U-568
Officially Accepted on 8/29/2023
Under Project U-568 - WOID # 1114250

CS-4401 (1-11)

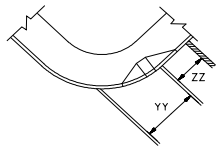
pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy dd mm)	2017	11	10	
Field Investigators 1	Donna Zhang			
Field Investigators 2	Steve Sullivan			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number				
Number of Photos	4			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	0.20	%	1.40	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #		Alg Δ Grade	12.9 %	
Intersection Ramp # of #		2	2	
*Ramp Location (Use Figure Below)			12	
*Curb Ramp Type	Type 1			
*North Leg	21st	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Ludlow	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	21st	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	N/A	(segment)	(offset)	
*West Leg Desc.				

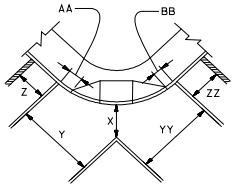


☐ 1 RAMP, 1 CROSSINGS



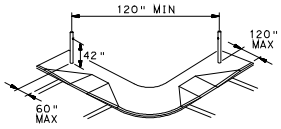
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-21stSt-LudlowSt-21stSt-N/A-2017-11-10-12-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Non-Compliant

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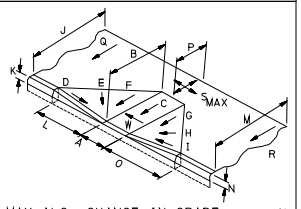
DEPARTMENT OF TRANSPORTATION

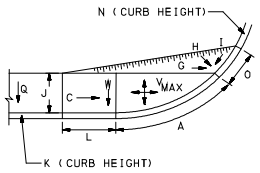
See the last tab of this workbook for instructions

☐ TYPE 1



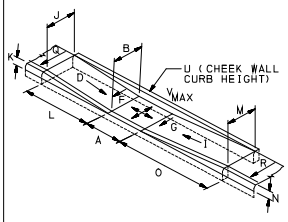
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



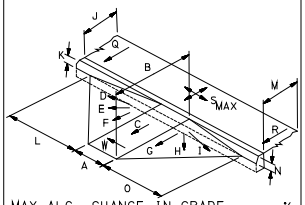
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



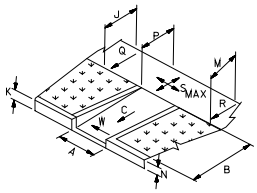
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



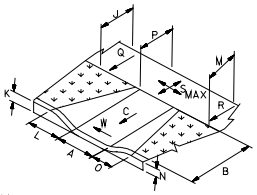
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



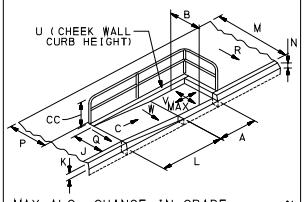
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



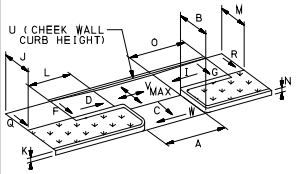
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



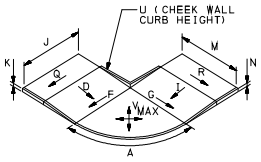
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



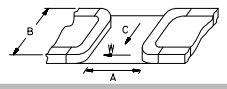
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

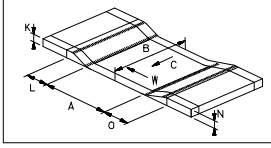
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	38	(IN)
*	C	12.70	(%)
*	D	8.00	(%)
	E	10.35	(%)
*	F	12.70	(%)
*	G	11.50	(%)
	H	9.95	(%)
*	I	8.40	(%)
*	J	112	(IN)
	K	4	(IN)
	L	36	(IN)
*	M	86	(IN)
	N	6	(IN)
	O	37	(IN)
*	P	33	(IN)
*	Q	6.70	(%)
*	R	4.80	(%)
*	S	5.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.10	(%)
*	X		(IN)
*	Y		(IN)
*	YY	122	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

Insert comments here. Use the comments area to address why as-built conditions do not match design drawings, or any other discrepancies.

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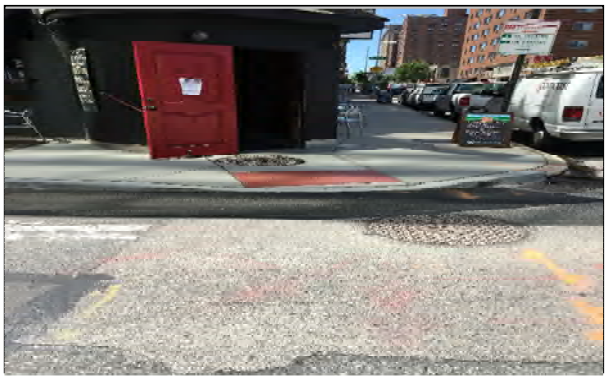
See the last tab of this workbook for instructions



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(02-09)

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Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan** [ ] Yes [ ] No

Suggested Repair

Approx. Repair Costs

Actual Repair Costs

Actual Repair

Date Repaired

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3
- [ ] Other 4

General Information

***District:** 06
***County:** Philadelphia
***Township/Boro:** Philadelphia City
Project ECMS # N/A

Submitter Information

Submitted By: Tuan Duong, PE
Submitter Company: Traffic Planning & Design
Street Address 2500 E. High Street
City State Zip Pottstown, PA 19464
Telephone (610) 326-3100
***Date Submitted:** November 10, 2017

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] Other Utility Installation

Pedestrian Traffic	[x] Yes	[ ] No
Pedestrian Trip Generators	[x] Yes	[ ] No
Safety Concerns	[ ] Yes	[x] No
R9-3A "No Peds" Signs	[ ] Yes	[x] No
Existing Crosswalk	[ ] Yes	[ ] No
Existing Sidewalk	[ ] Yes	[ ] No
Existing Push Buttons	[ ] Yes	[x] No

ADT

Location Identification

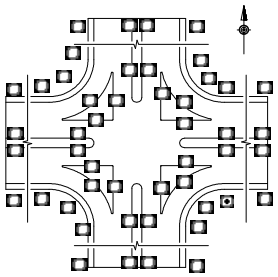
21st Street — **SR North - Segment, Offset*

21st Street — **SR South - Segment, Offset*

Ludlow Street — **SR East - Segment, Offset*

**SR West - Segment,Offset*

12 — Location #



Investigated design alternatives	Why alternative was not selected
1.) Relocate Ramp	Not Feasible. Existing manhole and doorway.
2.) Add step	Not Feasible. Out of scope of project.
3.) Design Type 1 Curb Ramp	Alternative selected.

Alternative selected and description of what requirement is not met

Alternative #3 selected. The location of the existing inlet, manhole, and doorway results in a ramp slope "C" that exceeds the 8.33% maximum, a turning space slope "S" that exceeds the 2.00% maximum. Design ramp to meet all other specs.

ADA Review Committee Recommendation

- [ ] Approved
- [ ] Denied

ADA Review Committee Chair - Date

ADE of Design Approval Status

- [ ] Approved
- [ ] Denied

District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-(21st Street)-(21st Street)-(Ludlow Street)-()-12-Nov 10, 2017*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(Print with a PCL Driver)

(02-09)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1
The location of the existing manhole does not allow the ramp to be moved any further west. The existing doorway does not allow the ramp to be lenghtened to lower the slopes within the ramp.

Investigated Design Alternative #2
Adding a step outside the doorway is out of scope for this project. In addition the distance between the doorway and the existing manhole is not wide enough for a proposed step.

Investigated Design Alternative #3
Design Type 1 ramp to the maximum extent feasible.

Summary
As part of this project ADA ramps affected by the project are being upgraded to the current ADA Design Standards. Design alternative #3 was chosen. The proposed curb ramps were designed to the maximum extent possible to keep the project within the limits of the scope of work. The following aspects of the design are Technically Infeasible: ramp slope "C" of 12.70%, which exceeds the 8.33% maximum; turning space slope "S" of 5.80%, which exceeds the 2.00% maximum.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-(21st Street)-(21st Street)-(Ludlow Street)-()-12-Nov 10, 2017*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

Sheet 2 - Technically Infeasible Form

Partial Submission for Project PECO-U-568
Officially Accepted on 8/29/2023
Under Project U-568 - WOID # 1114250

CS-4401 (1-11)

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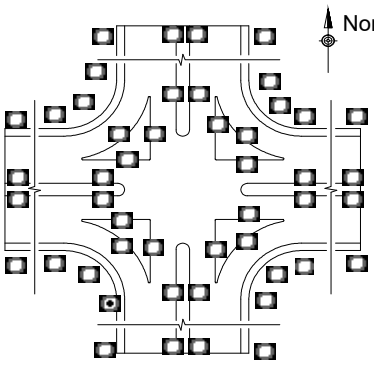
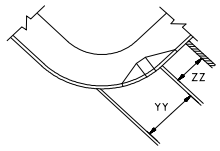
See the last tab of this workbook for instructions

*Date of Investigation (yyyy dd mm)	2023	08	17		
Field Investigators 1	Stefaniya Surikova				
Field Investigators 2	Meghan Sparks				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	3				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	Yes				
Longitudinal / Cross slope in Front of Ramp	0.30	%	4.30	%	
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS #	N/A	Alg Δ Grade	6.4	%	
Intersection Ramp # of #	4	4			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Other				
*North Leg	Van Pelt	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Sansom	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	Van Pelt	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Sansom	(segment)	(offset)		
*West Leg Desc.	St				

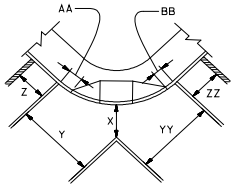


☐ 1 RAMP, 1 CROSSINGS



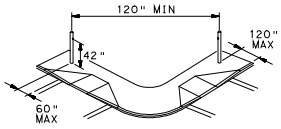
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-VanPeltSt-SansomSt-VanPeltSt-SansomSt-2023-08-17-17-Other	
* Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Non-Compliant	

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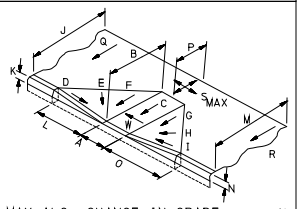
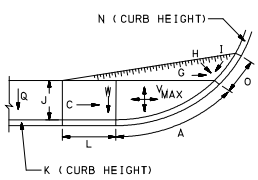
☐ TYPE 1



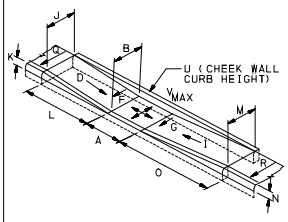
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



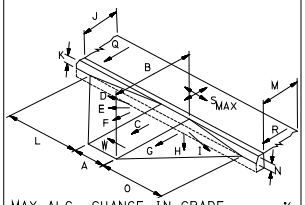
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



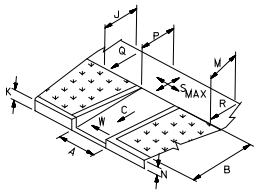
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



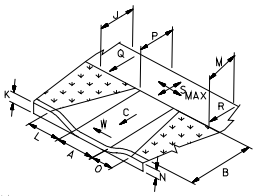
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



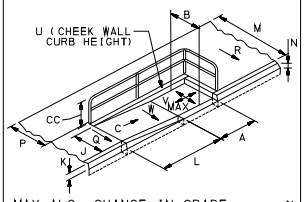
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



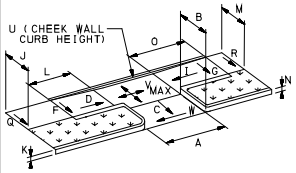
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



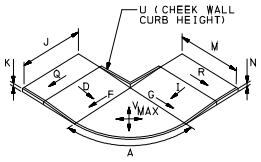
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



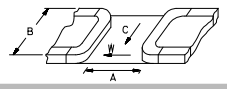
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

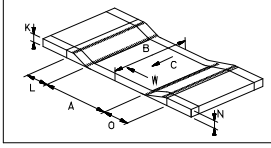
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A Ramp Width	60	(IN)
*	B Ramp Length	74	(IN)
*	C Ramp Slope	6.10	(%)
*	D LT Flare Slope	4.00	(%)
	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I RT Flare Slope	12.40	(%)
*	J LT SW Width	74	(IN)
	K		(IN)
	L		(IN)
*	M RT SW Width	96	(IN)
	N		(IN)
	O		(IN)
*	P Landing Depth	83	(IN)
*	Q LT SW Cross	5.40	(%)
*	R RT SW Cross	3.40	(%)
*	S Max Land Slope	3.40	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W Ramp Cross Slope	1.80	(%)
*	X		(IN)
*	Y		(IN)
*	YY	999	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

Landing area slope of 3.4% exceeds the 2% maximum.

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See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (1-11)

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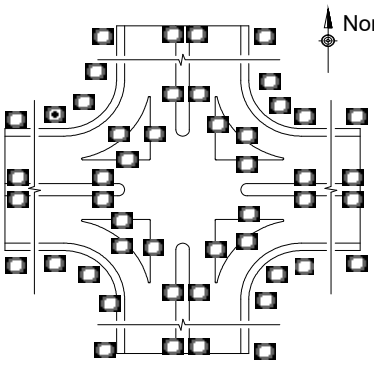
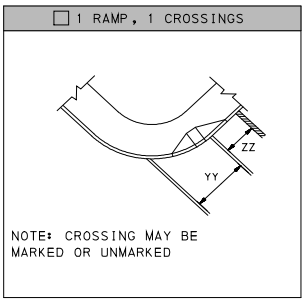
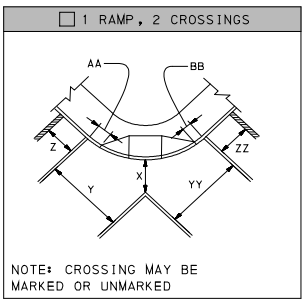
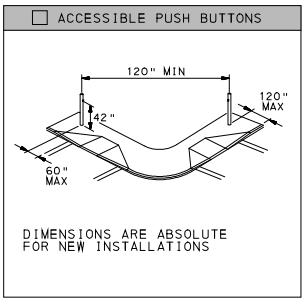
See the last tab of this workbook for instructions

*Date of Investigation (yyyy dd mm)	2023	08	09	
Field Investigators 1	Meghan Sparks			
Field Investigators 2	Stefaniya Surikova			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	1.40	%	0.50	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS # N/A	Alg Δ Grade	5.0 %		
Intersection Ramp # of #	1	8		
*Ramp Location (Use Figure Below)		02		
*Curb Ramp Type	Type 1			
*North Leg	0013	(segment)	(offset)	
*North Leg Desc.	SR	0071	1084	
*East Leg	Powelton	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	0013	(segment)	(offset)	
*South Leg Desc.	SR	0071	1084	
*West Leg	Powelton	(segment)	(offset)	
*West Leg Desc.	Ave			









Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-0013SR-PoweltonAve-0013SR-PoweltonAve-2023-08-09-2-Type1	
* Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	

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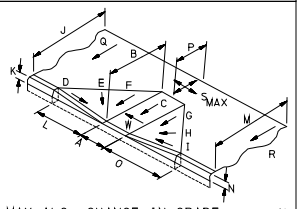
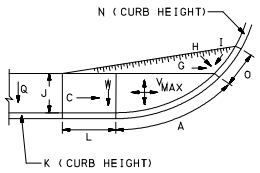
See the last tab of this workbook for instructions

☐ TYPE 1



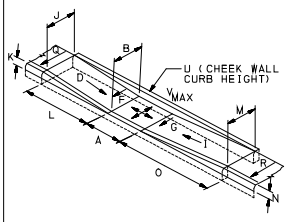
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



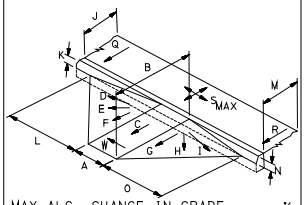
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



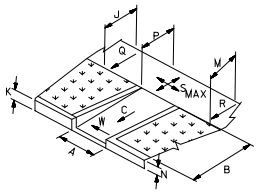
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



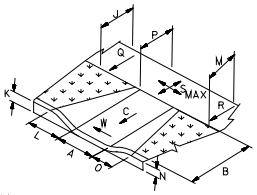
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



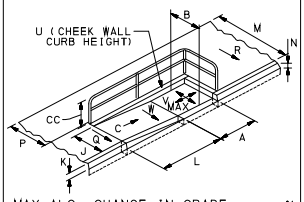
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



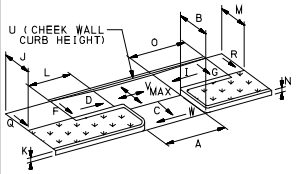
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



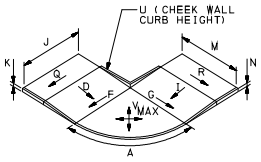
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



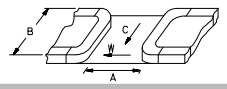
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

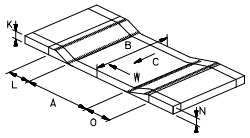
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



(insert comments below)

	"0.00" inches or %		
*	A	48	(IN)
*	B	90	(IN)
*	C	3.60	(%)
*	D	4.80	(%)
	E	4.20	(%)
*	F	3.60	(%)
*	G	3.50	(%)
	H	6.30	(%)
*	I	2.80	(%)
*	J	188	(IN)
	K	4	(IN)
	L	62	(IN)
*	M	188	(IN)
	N	2	(IN)
	O	36	(IN)
*	P	59	(IN)
*	Q	3.80	(%)
*	R	1.20	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	248	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

CS-4401 (1-11)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (1-11)

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DEPARTMENT OF TRANSPORTATION

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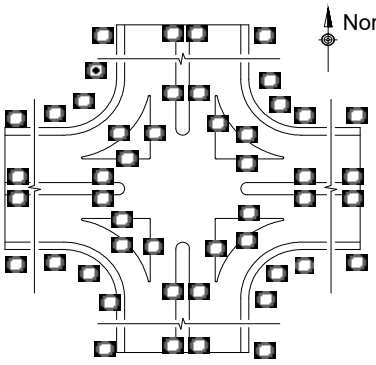
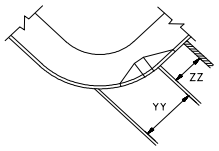
*Date of Investigation (yyyy dd mm)	2023	08	09	
Field Investigators 1	Meghan Sparks			
Field Investigators 2	Stefaniya Surikova			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	State Route			
Photo Log Number	N/A			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	1.50	%	0.90	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS # N/A	Alg Δ Grade	7.2 %		
Intersection Ramp # of #	2	8		
*Ramp Location (Use Figure Below)		04		
*Curb Ramp Type	Type 1			
*North Leg	0013	(segment)	(offset)	
*North Leg Desc.	SR	0071	1084	
*East Leg	Powelton	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	0013	(segment)	(offset)	
*South Leg Desc.	SR	0071	1084	
*West Leg	Powelton	(segment)	(offset)	
*West Leg Desc.	Ave			

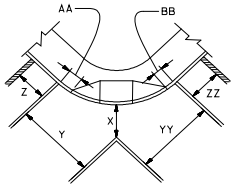


☐ 1 RAMP, 1 CROSSINGS



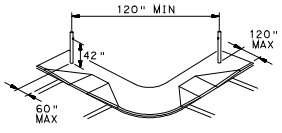
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-0013SR-PoweltonAve-0013SR-PoweltonAve-2023-08-09-4-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

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DEPARTMENT OF TRANSPORTATION

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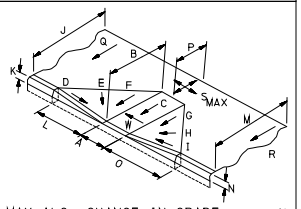
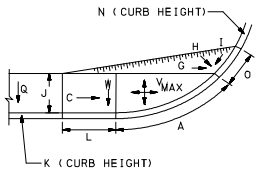
☐ TYPE 1



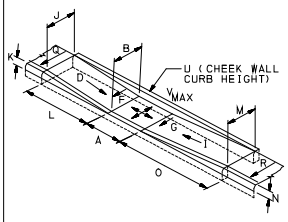
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



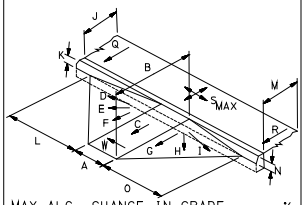
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



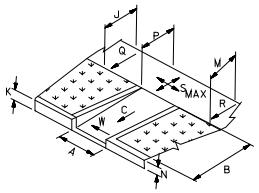
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



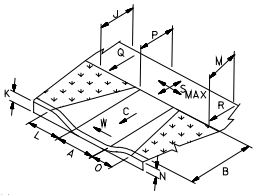
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



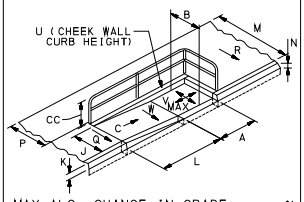
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



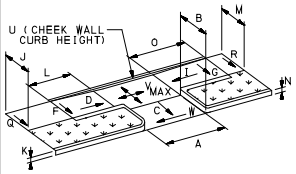
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



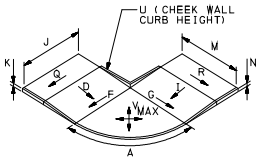
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



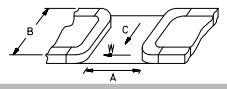
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

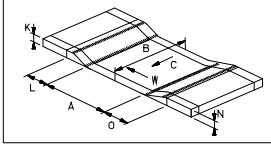
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



(insert comments below)

	"0.00" inches or %		
*	A	55	(IN)
*	B	90	(IN)
*	C	5.70	(%)
*	D	4.50	(%)
	E	5.10	(%)
*	F	5.70	(%)
*	G	5.40	(%)
	H	4.75	(%)
*	I	4.10	(%)
*	J	134	(IN)
	K	3	(IN)
	L	47	(IN)
*	M	134	(IN)
	N	4	(IN)
	O	62	(IN)
*	P	48	(IN)
*	Q	3.60	(%)
*	R	2.10	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	264	(IN)
*	Z		(IN)
*	ZZ	142	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 2

Insert Picture 3

Insert Picture 4

Insert Picture 5

Insert Picture 6

CS-4401 (1-11)

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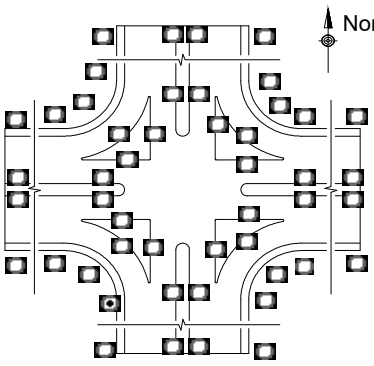
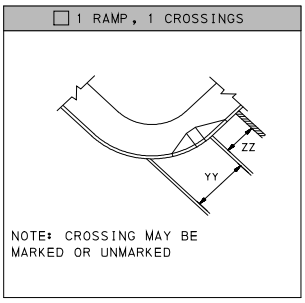
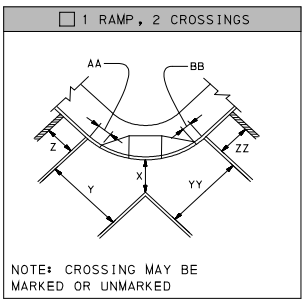
DEPARTMENT OF TRANSPORTATION

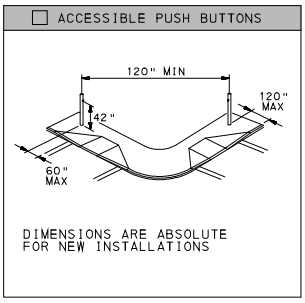
See the last tab of this workbook for instructions

*Date of Investigation (yyyy dd mm)	2023	08	09		
Field Investigators 1	Meghan Sparks				
Field Investigators 2	Stefaniya Surikova				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	3				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	Yes				
Longitudinal / Cross slope in Front of Ramp	6.80	%	0.30	%	
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS #	N/A	Alg Δ Grade	12.8	%	
Intersection Ramp # of #		7	8		
*Ramp Location (Use Figure Below)			17		
*Curb Ramp Type	Type 1				
*North Leg	0013	(segment)	(offset)		
*North Leg Desc.	SR	0071	1084		
*East Leg	Powelton	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	0013	(segment)	(offset)		
*South Leg Desc.	SR	0071	1084		
*West Leg	Powelton	(segment)	(offset)		
*West Leg Desc.	Ave				









Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-0013SR-PoweltonAve-0013SR-PoweltonAve-2023-08-09-17-Type1	
* Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	

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DEPARTMENT OF TRANSPORTATION

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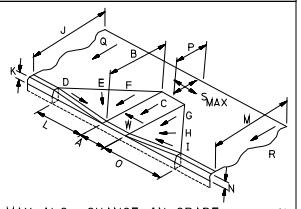
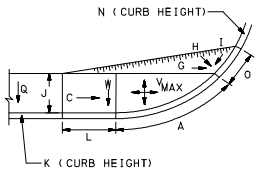
☐ TYPE 1



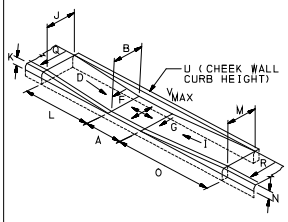
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



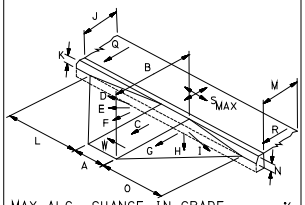
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



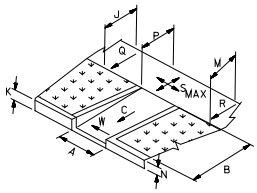
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



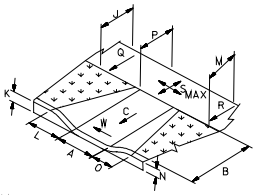
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



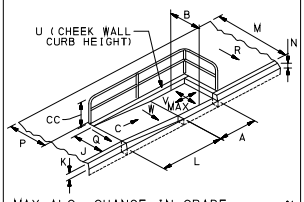
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



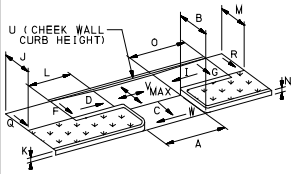
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



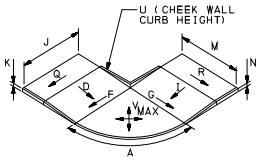
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



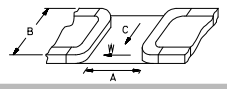
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

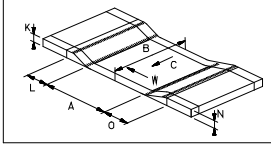
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



(insert comments below)

	"0.00" inches or %		
*	A	48	(IN)
*	B	86	(IN)
*	C	6.00	(%)
*	D	4.80	(%)
	E	5.10	(%)
*	F	4.80	(%)
*	G	6.00	(%)
	H	6.65	(%)
*	I	7.30	(%)
*	J	166	(IN)
	K	3	(IN)
	L	47	(IN)
*	M	166	(IN)
	N	4	(IN)
	O	67	(IN)
*	P	48	(IN)
*	Q	4.40	(%)
*	R	1.20	(%)
*	S	1.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	260	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

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DEPARTMENT OF TRANSPORTATION

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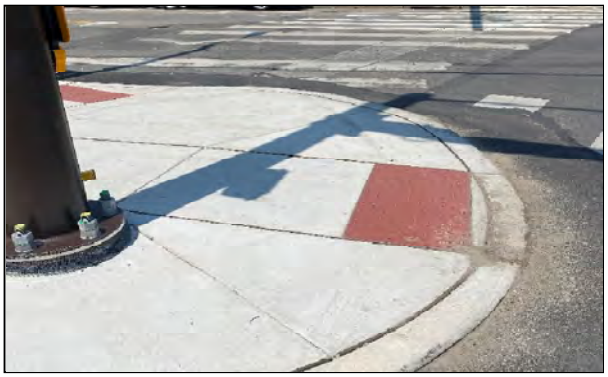
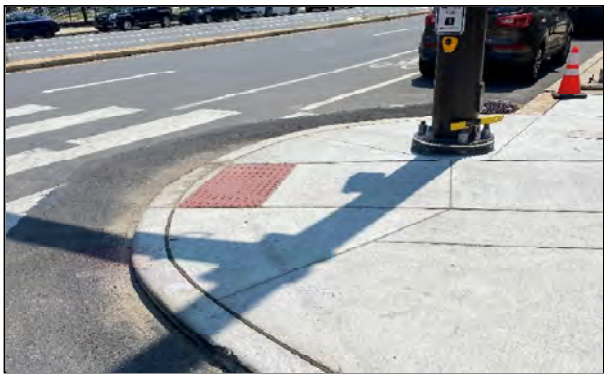


Insert Picture 1

Insert Picture 2



Insert Picture 3

Insert Picture 4

Insert Picture 5

Insert Picture 6

CS-4401 (1-11)

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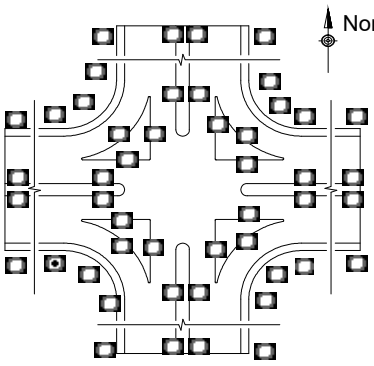
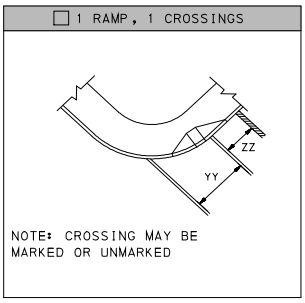
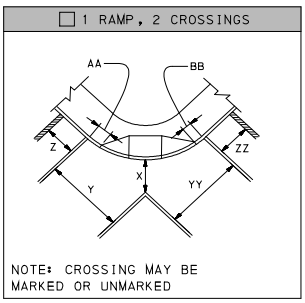
DEPARTMENT OF TRANSPORTATION

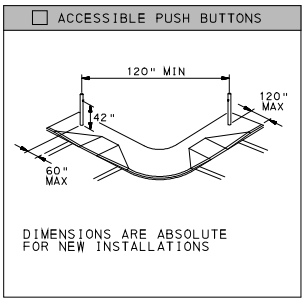
See the last tab of this workbook for instructions

*Date of Investigation (yyyy dd mm)	2023	08	09		
Field Investigators 1	Meghan Sparks				
Field Investigators 2	Stefaniya Surikova				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	3				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	Yes				
Longitudinal / Cross slope in Front of Ramp	0.80	%	1.80	%	
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS #	N/A	Alg Δ Grade	6.2	%	
Intersection Ramp # of #		8	8		
*Ramp Location (Use Figure Below)			19		
*Curb Ramp Type	Type 1				
*North Leg	0013	(segment)	(offset)		
*North Leg Desc.	SR	0071	1084		
*East Leg	Powelton	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	0013	(segment)	(offset)		
*South Leg Desc.	SR	0071	1084		
*West Leg	Powelton	(segment)	(offset)		
*West Leg Desc.	Ave				









Accessible Push Buttons	Yes	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-0013SR-PoweltonAve-0013SR-PoweltonAve-2023-08-09-19-Type1	
* Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	

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DEPARTMENT OF TRANSPORTATION

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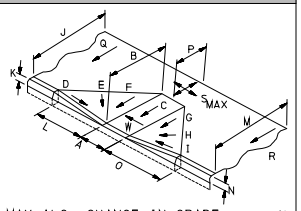
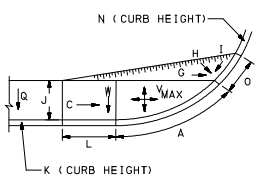
☐ TYPE 1



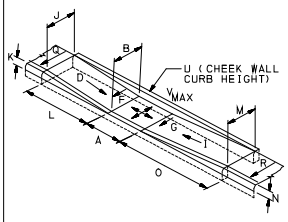
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



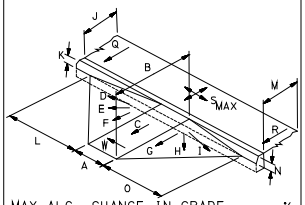
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



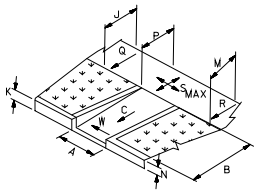
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



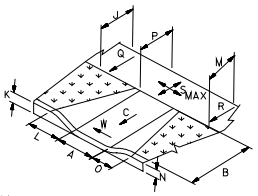
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



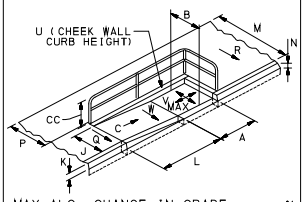
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



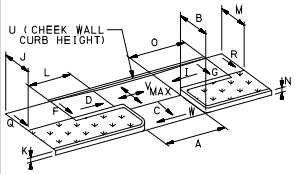
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



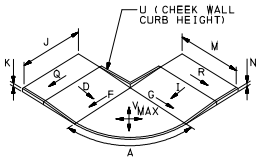
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



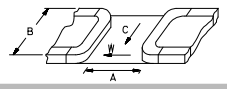
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

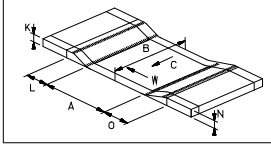
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	59	(IN)
*	C	5.40	(%)
*	D	6.60	(%)
	E	5.65	(%)
*	F	4.70	(%)
*	G	-999.00	(%)
	H	-999.00	(%)
*	I	-999.00	(%)
*	J	240	(IN)
	K	3	(IN)
	L	52	(IN)
*	M	240	(IN)
	N	5	(IN)
	O	95	(IN)
*	P	48	(IN)
*	Q	1.10	(%)
*	R	1.50	(%)
*	S	1.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	248	(IN)
*	Z		(IN)
*	ZZ	107	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

The right flare is a non-walking surface due to the location of the existing mast arm.

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (1-11)

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DEPARTMENT OF TRANSPORTATION

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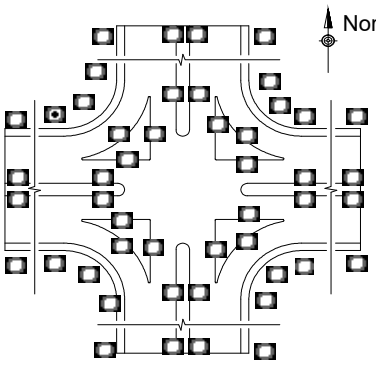
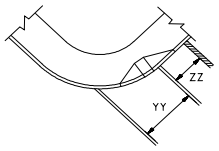
*Date of Investigation (yyyy dd mm)	2023	08	17		
Field Investigators 1	Stefaniya Surikova				
Field Investigators 2	Meghan Sparks				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	3				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	Yes				
Longitudinal / Cross slope in Front of Ramp	1.40	%	1.00	%	
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS #	N/A	Alg Δ Grade	9.0	%	
Intersection Ramp # of #	1	6			
*Ramp Location (Use Figure Below)	02				
*Curb Ramp Type	Type 1				
*North Leg	Convention	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	Convention	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	N/A	(segment)	(offset)		
*South Leg Desc.					
*West Leg	Health Sciences	(segment)	(offset)		
*West Leg Desc.	Dr				

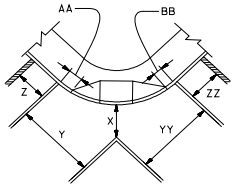


☐ 1 RAMP, 1 CROSSINGS



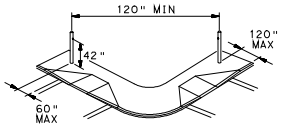
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-ConventionAve-ConventionAve-N/A-HealthSciencesDr-2023-08-17-2-Type1	
* Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Non-Compliant	

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DEPARTMENT OF TRANSPORTATION

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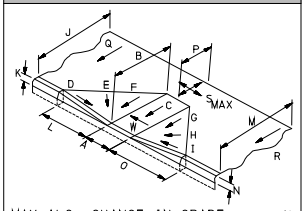
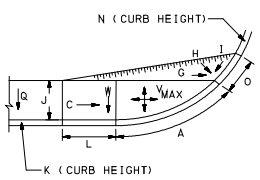
☐ TYPE 1



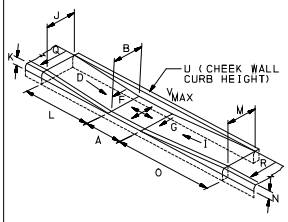
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



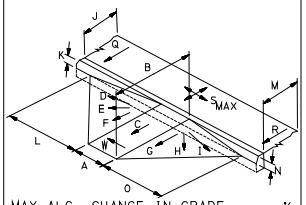
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



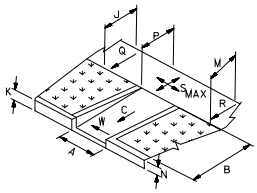
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



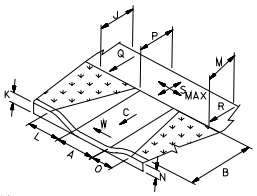
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



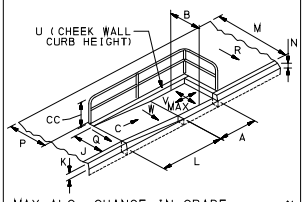
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



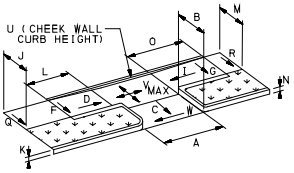
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



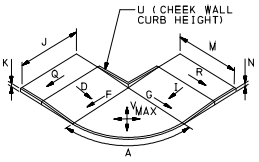
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



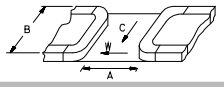
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

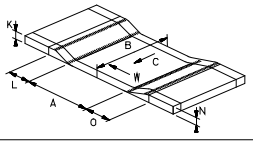
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



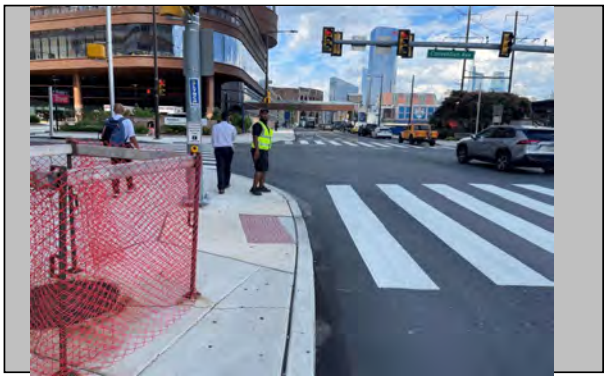
	"0.00" inches or %		
*	A	60	(IN)
*	B	74	(IN)
*	C	8.10	(%)
*	D	5.90	(%)
	E	6.30	(%)
*	F	7.10	(%)
*	G	8.10	(%)
	H	12.20	(%)
*	I	12.20	(%)
*	J	150	(IN)
	K	5	(IN)
	L	47	(IN)
*	M	319	(IN)
	N	4	(IN)
	O	40	(IN)
*	P	48	(IN)
*	Q	8.20	(%)
*	R	1.40	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.50	(%)
*	X		(IN)
*	Y		(IN)
*	YY	240	(IN)
*	Z		(IN)
*	ZZ	157	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

Right flare slopes of 12.2% exceeds the 10% maximum.

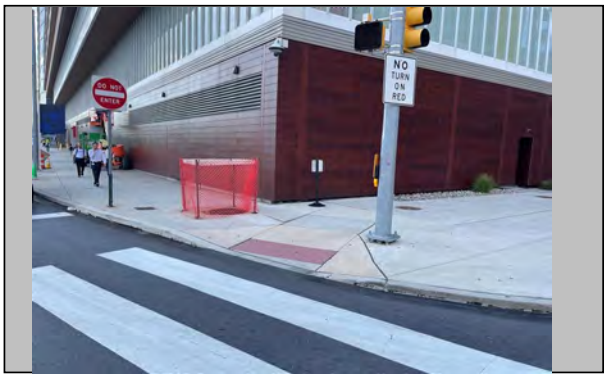
pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions



Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (1-11)

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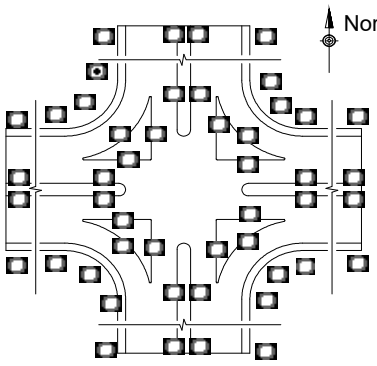
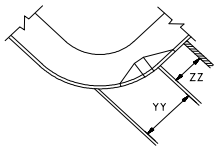
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy dd mm)	2023	08	17		
Field Investigators 1	Stefaniya Surikova				
Field Investigators 2	Meghan Sparks				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	3				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	Yes				
Longitudinal / Cross slope in Front of Ramp	0.00	%	0.60	%	
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS #	N/A	Alg Δ Grade	4.7	%	
Intersection Ramp # of #		2	6		
*Ramp Location (Use Figure Below)			04		
*Curb Ramp Type	Type 1				
*North Leg	Convention	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	Convention	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	N/A	(segment)	(offset)		
*South Leg Desc.					
*West Leg	Health Sciences	(segment)	(offset)		
*West Leg Desc.	Dr				

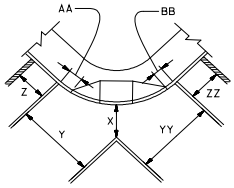


☐ 1 RAMP, 1 CROSSINGS



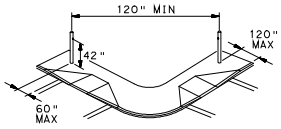
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-ConventionAve-ConventionAve-N/A-HealthSciencesDr-2023-08-17-4-Type1	
* Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	

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DEPARTMENT OF TRANSPORTATION

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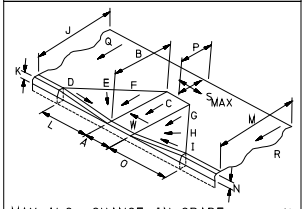
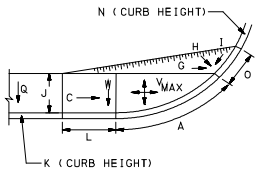
☐ TYPE 1



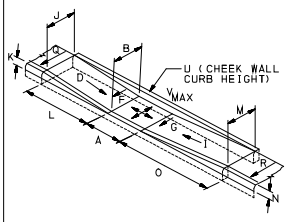
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



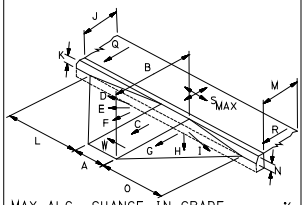
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



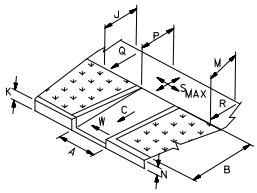
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



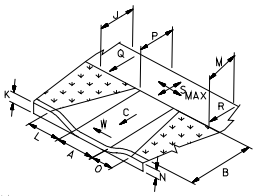
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



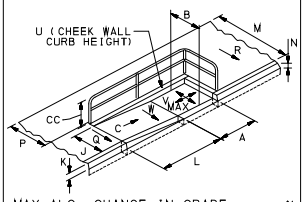
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



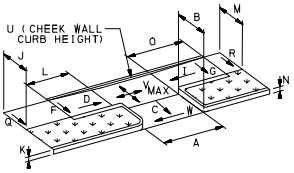
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



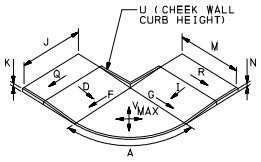
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



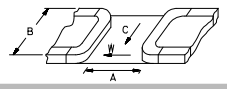
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

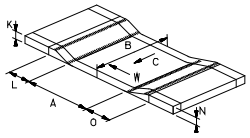
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



(insert comments below)

	"0.00" inches or %		
*	A	60	(IN)
*	B	82	(IN)
*	C	4.70	(%)
*	D	2.60	(%)
	E	3.50	(%)
*	F	4.70	(%)
*	G	3.80	(%)
	H	7.60	(%)
*	I	7.90	(%)
*	J	319	(IN)
	K	5	(IN)
	L	80	(IN)
*	M	323	(IN)
	N	8	(IN)
	O	86	(IN)
*	P	64	(IN)
*	Q	0.00	(%)
*	R	0.90	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	240	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

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DEPARTMENT OF TRANSPORTATION

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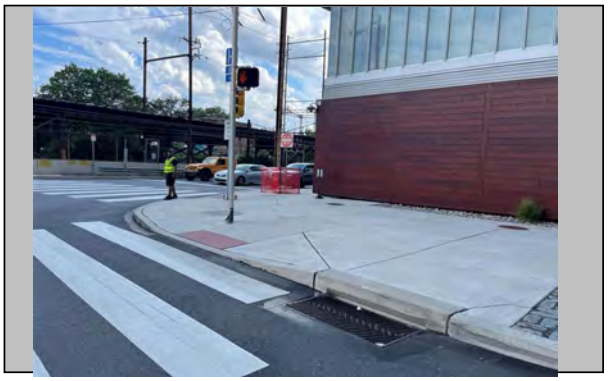
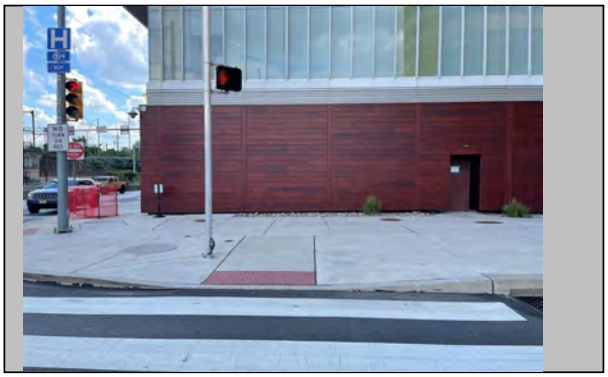
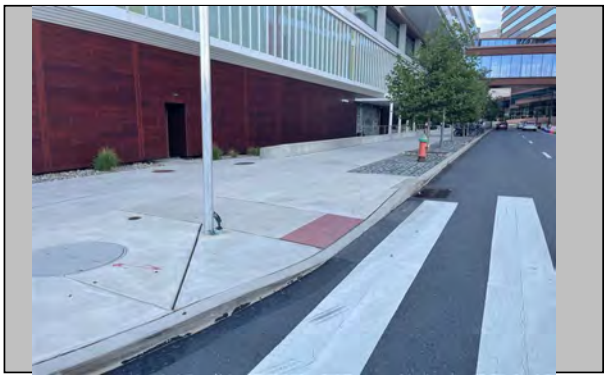


Insert Picture 1



Insert Picture 4



Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

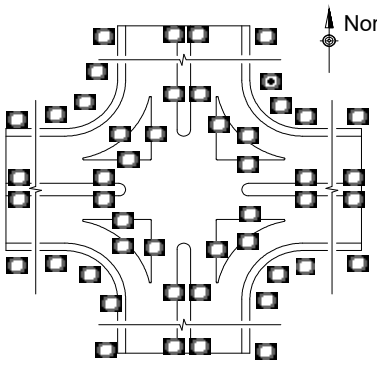
CS-4401 (1-11)

pennsylvania
DEPARTMENT OF TRANSPORTATION

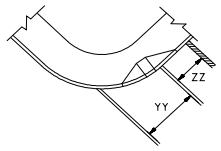
See the last tab of this workbook for instructions

*Date of Investigation (yyyy dd mm)	2023	08	09	
Field Investigators 1	Meghan Sparks			
Field Investigators 2	Stefaniya Surikova			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	0.30	%	0.20	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #	N/A	Alg Δ Grade	10.0	%
Intersection Ramp # of #		3	6	
*Ramp Location (Use Figure Below)			07	
*Curb Ramp Type	Type 1			
*North Leg	Convention	(segment)	(offset)	
*North Leg Desc.	Ave			
*East Leg	Convention	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	N/A	(segment)	(offset)	
*South Leg Desc.				
*West Leg	Health Sciences	(segment)	(offset)	
*West Leg Desc.	Dr			

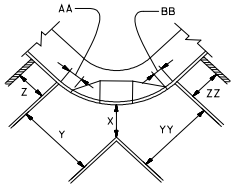


☐ 1 RAMP, 1 CROSSINGS



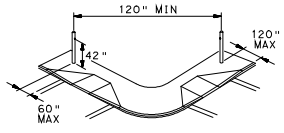
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



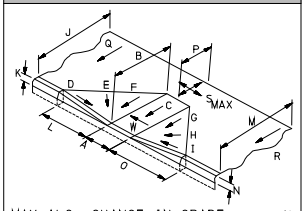
DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-ConventionAve-ConventionAve-N/A-HealthSciencesDr-2023-08-09-7-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Non-Compliant

pennsylvania
DEPARTMENT OF TRANSPORTATION

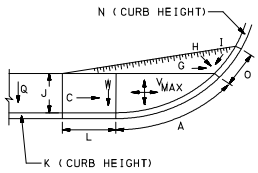
See the last tab of this workbook for instructions

☐ TYPE 1



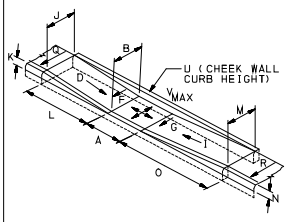
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



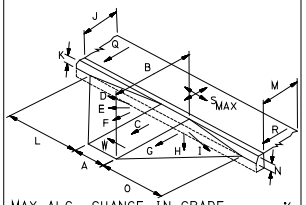
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



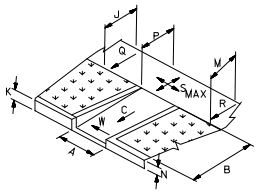
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



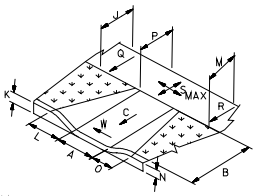
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



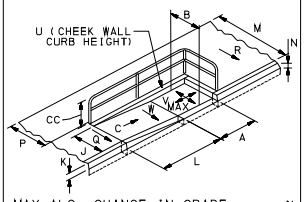
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



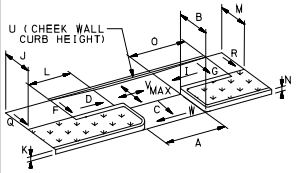
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



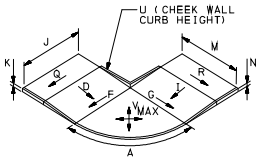
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



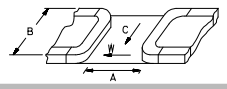
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

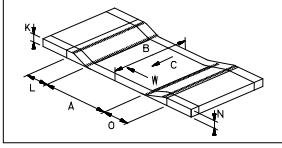
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	67	(IN)
*	B	83	(IN)
*	C	11.40	(%)
*	D	5.50	(%)
	E	6.70	(%)
*	F	7.90	(%)
*	G	11.30	(%)
	H	9.20	(%)
*	I	7.10	(%)
*	J	212	(IN)
	K	6	(IN)
	L	74	(IN)
*	M	233	(IN)
	N	6	(IN)
	O	79	(IN)
*	P	52	(IN)
*	Q	0.50	(%)
*	R	1.40	(%)
*	S	0.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.80	(%)
*	X		(IN)
*	Y		(IN)
*	YY	271	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

Ramp slope of 11.40% exceeds the 8.3% maximum.

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 2

Insert Picture 3

Insert Picture 4

Insert Picture 5

Insert Picture 6

CS-4401 (1-11)

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DEPARTMENT OF TRANSPORTATION

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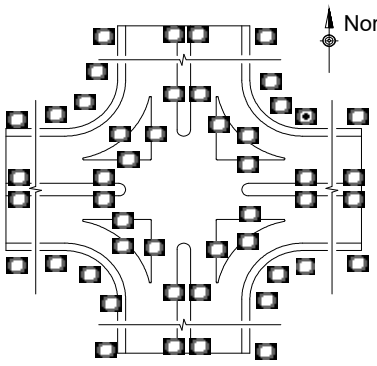
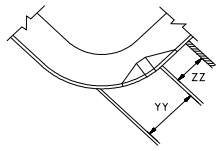
*Date of Investigation (yyyy dd mm)	2023	08	09	
Field Investigators 1	Meghan Sparks			
Field Investigators 2	Stefaniya Surikova			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	2.80	%	1.70	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS #	N/A	Alg Δ Grade	10.4 %	
Intersection Ramp # of #		4	6	
*Ramp Location (Use Figure Below)			09	
*Curb Ramp Type	Type 1			
*North Leg	Convention	(segment)	(offset)	
*North Leg Desc.	Ave			
*East Leg	Convention	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	N/A	(segment)	(offset)	
*South Leg Desc.				
*West Leg	Health Sciences	(segment)	(offset)	
*West Leg Desc.	Dr			

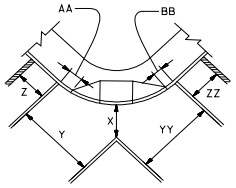


☐ 1 RAMP, 1 CROSSINGS



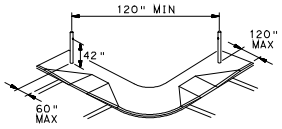
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-ConventionAve-ConventionAve-N/A-HealthSciencesDr-2023-08-09-9-Type1	
* Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Non-Compliant	

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DEPARTMENT OF TRANSPORTATION

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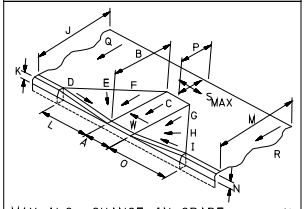
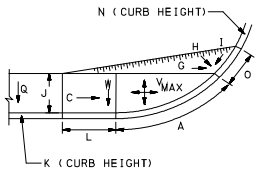
☐ TYPE 1



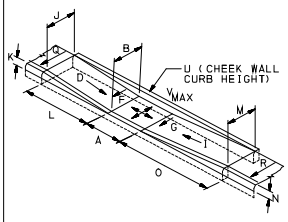
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



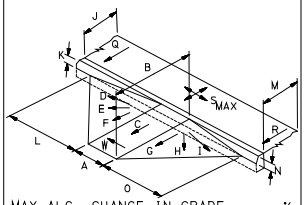
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



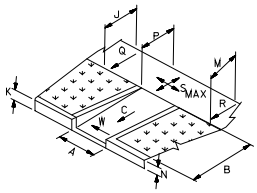
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



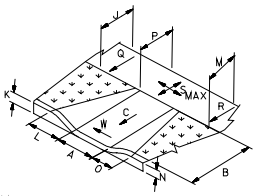
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



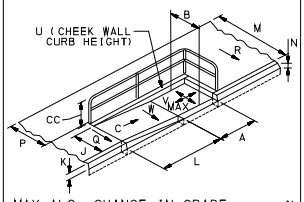
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



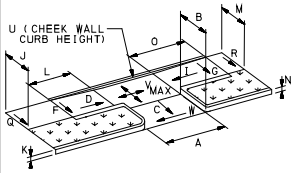
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



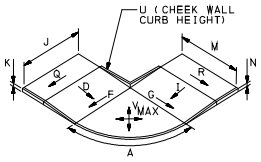
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



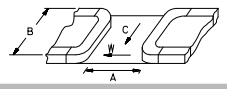
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

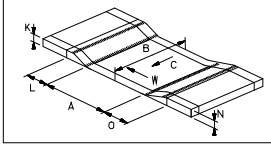
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	62	(IN)
*	B	86	(IN)
*	C	7.90	(%)
*	D	4.90	(%)
	E	5.85	(%)
*	F	6.80	(%)
*	G	7.90	(%)
	H	8.45	(%)
*	I	9.00	(%)
*	J	233	(IN)
	K	6	(IN)
	L	79	(IN)
*	M	188	(IN)
	N	5	(IN)
	O	74	(IN)
*	P	52	(IN)
*	Q	0.70	(%)
*	R	1.80	(%)
*	S	2.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	244	(IN)
*	Z		(IN)
*	ZZ	154	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

Landing area slope of 2.60% exceeds 2% maximum.

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Insert Picture 1

Insert Picture 2

Insert Picture 3

Insert Picture 4

Insert Picture 5

Insert Picture 6

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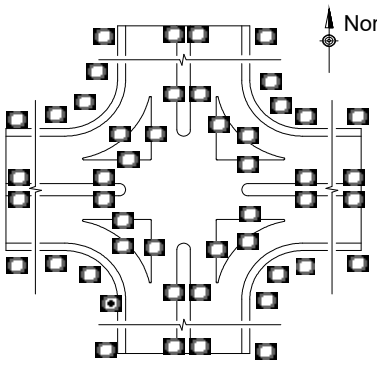
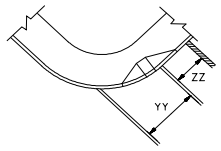
See the last tab of this workbook for instructions

*Date of Investigation (yyyy dd mm)	2023	08	09		
Field Investigators 1	Meghan Sparks				
Field Investigators 2	Stefaniya Surikova				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	3				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	Yes				
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.20	%	
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS #	N/A	Alg Δ Grade	4.0	%	
Intersection Ramp # of #		5	6		
*Ramp Location (Use Figure Below)			17		
*Curb Ramp Type	Type 1				
*North Leg	40th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	N/A	(segment)	(offset)		
*East Leg Desc.					
*South Leg	40th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Locust	(segment)	(offset)		
*West Leg Desc.	St				

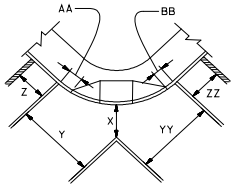


☐ 1 RAMP, 1 CROSSINGS



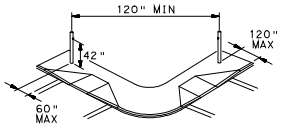
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-40thSt-N/A-40thSt-LocustSt-2023-08-09-17-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

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DEPARTMENT OF TRANSPORTATION

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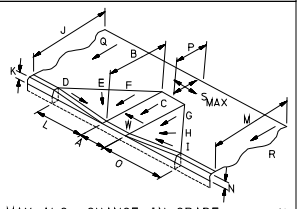
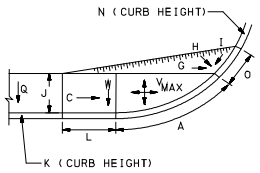
☐ TYPE 1



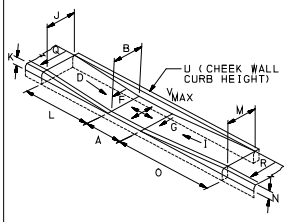
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



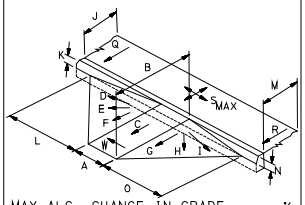
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



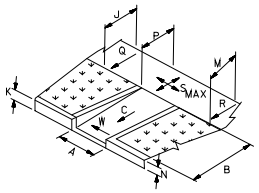
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



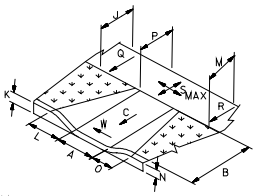
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



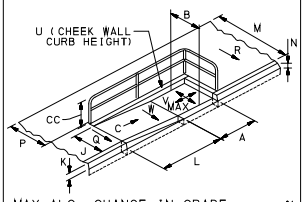
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



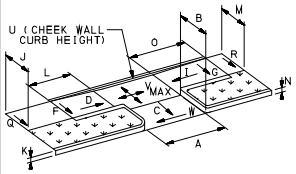
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



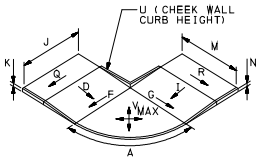
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



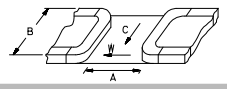
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

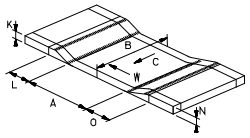
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



(insert comments below)

	"0.00" inches or %		
*	A	48	(IN)
*	B	86	(IN)
*	C	2.10	(%)
*	D	7.10	(%)
	E	4.05	(%)
*	F	1.70	(%)
*	G	2.10	(%)
	H	3.40	(%)
*	I	4.70	(%)
*	J	157	(IN)
	K	4	(IN)
	L	31	(IN)
*	M	157	(IN)
	N	3	(IN)
	O	55	(IN)
*	P	48	(IN)
*	Q	0.80	(%)
*	R	1.80	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	126	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 2

Insert Picture 3

Insert Picture 4

Insert Picture 5

Insert Picture 6

CS-4401 (1-11)

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DEPARTMENT OF TRANSPORTATION

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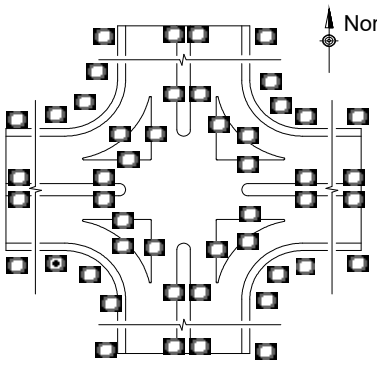
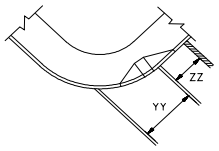
*Date of Investigation (yyyy dd mm)	2023	08	09		
Field Investigators 1	Meghan Sparks				
Field Investigators 2	Stefaniya Surikova				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	3				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	Yes				
Longitudinal / Cross slope in Front of Ramp	0.60	%	2.50	%	
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS #	N/A	Alg Δ Grade	4.5	%	
Intersection Ramp # of #		6	6		
*Ramp Location (Use Figure Below)			19		
*Curb Ramp Type	Type 1				
*North Leg	40th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	N/A	(segment)	(offset)		
*East Leg Desc.					
*South Leg	40th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Locust	(segment)	(offset)		
*West Leg Desc.	St				

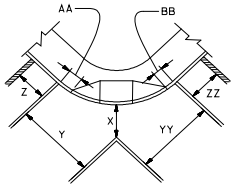


☐ 1 RAMP, 1 CROSSINGS



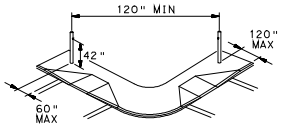
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-40thSt-N/A-40thSt-LocustSt-2023-08-09-19-Type1	
* Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	

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DEPARTMENT OF TRANSPORTATION

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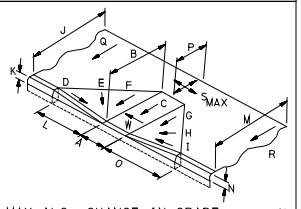
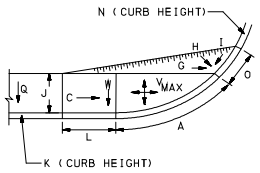
☐ TYPE 1



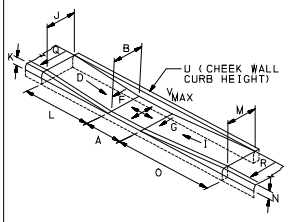
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



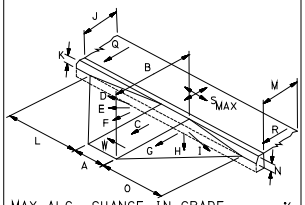
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



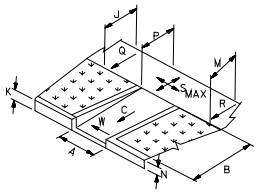
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



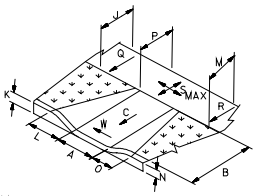
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



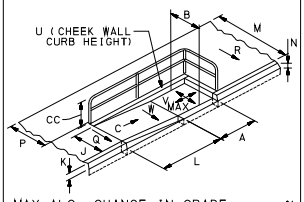
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



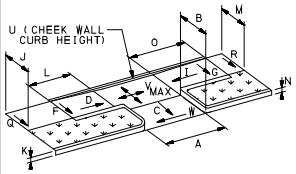
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



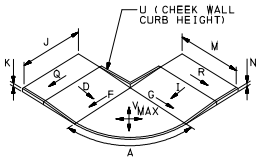
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



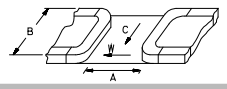
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

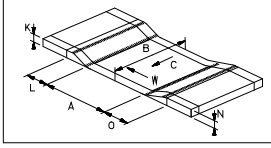
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	98	(IN)
*	C	5.90	(%)
*	D	8.50	(%)
	E	7.40	(%)
*	F	5.90	(%)
*	G	4.80	(%)
	H	2.90	(%)
*	I	1.00	(%)
*	J	166	(IN)
	K	3	(IN)
	L	71	(IN)
*	M	166	(IN)
	N	3	(IN)
	O	31	(IN)
*	P	48	(IN)
*	Q	0.20	(%)
*	R	1.90	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	65	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 2

Insert Picture 3

Insert Picture 4

Insert Picture 5

Insert Picture 6

CS-4401 (1-11)

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DEPARTMENT OF TRANSPORTATION

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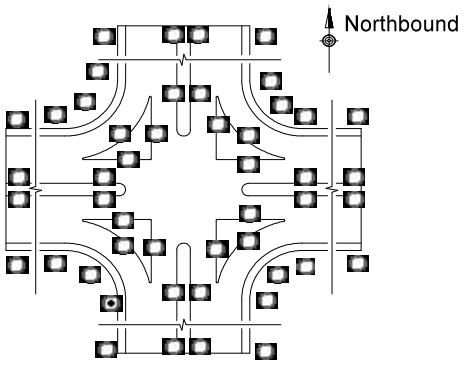
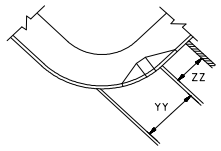
*Date of Investigation (yyyy dd mm)	2023	10	03	
Field Investigators 1	Stefaniya Surikova			
Field Investigators 2	Meghan Sparks			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	5.30	%	0.90	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS # N/A	Alg Δ Grade	15.4 %		
Intersection Ramp # of #	2	2		
*Ramp Location (Use Figure Below)		17		
*Curb Ramp Type	Type 1			
*North Leg	N/A	(segment)	(offset)	
*North Leg Desc.				
*East Leg	Germantown	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	New Market	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Germantown	(segment)	(offset)	
*West Leg Desc.	Ave			

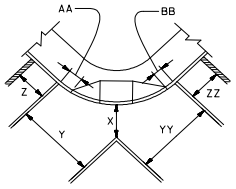


☐ 1 RAMP, 1 CROSSINGS



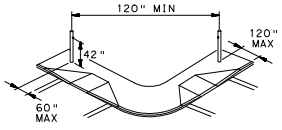
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-N/A-GermantownAve-NewMarketSt-GermantownAve-2023-10-03-17-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Non-Compliant

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DEPARTMENT OF TRANSPORTATION

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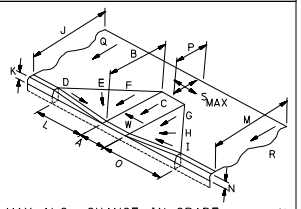
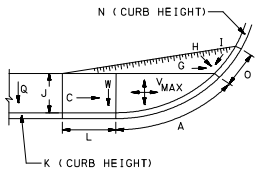
☐ TYPE 1



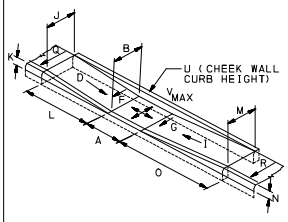
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



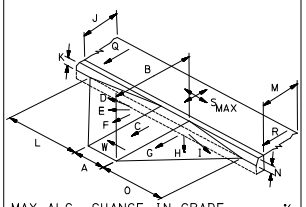
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



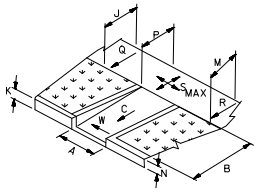
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



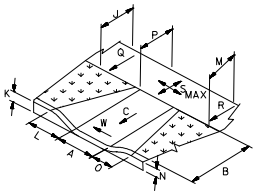
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



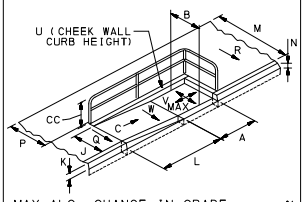
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



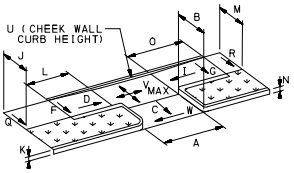
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



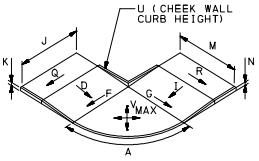
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



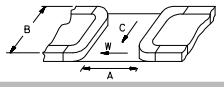
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

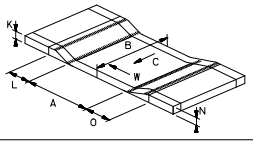
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	60	(IN)
*	B	67	(IN)
*	C	10.10	(%)
*	D	8.50	(%)
	E	10.80	(%)
*	F	8.60	(%)
*	G	7.30	(%)
	H	8.10	(%)
*	I	7.50	(%)
*	J	138	(IN)
	K	6	(IN)
	L	67	(IN)
*	M	156	(IN)
	N	6	(IN)
	O	96	(IN)
*	P	60	(IN)
*	Q	9.90	(%)
*	R	0.60	(%)
*	S	3.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	166	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

Ramp slope of 10.10% exceeds 8.33% maximum; Landing area slope of 3.20% exceeds 2.00% maximum; Algebraic grade change of 15.40% exceeds 13.30% maximum.

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (1-11)

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DEPARTMENT OF TRANSPORTATION

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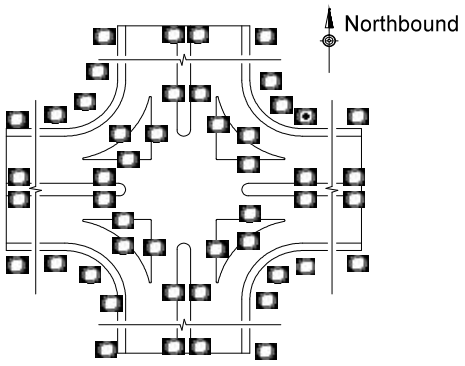
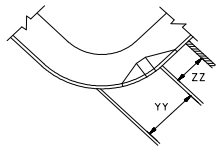
*Date of Investigation (yyyy dd mm)	2023	09	27	
Field Investigators 1	Meghan Sparks			
Field Investigators 2	Stefaniya Surikova			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	Yes	1.5	(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Brick			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	1.40 %		1.30 %	
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS # N/A	Alg Δ Grade	10.6 %		
Intersection Ramp # of #	1	2		
*Ramp Location (Use Figure Below)		09		
*Curb Ramp Type	Type 1			
*North Leg	Germantown	(segment)	(offset)	
*North Leg Desc.	Ave			
*East Leg	Allen	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	Germantown	(segment)	(offset)	
*South Leg Desc.	Ave			
*West Leg	Hancock	(segment)	(offset)	
*West Leg Desc.	St			

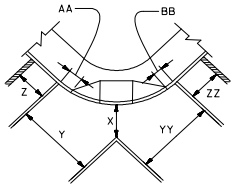


☐ 1 RAMP, 1 CROSSINGS



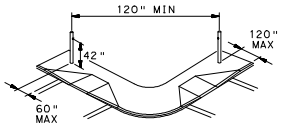
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-GermantownAve-AllenSt-GermantownAve-HancockSt-2023-09-27-9-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Non-Compliant

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DEPARTMENT OF TRANSPORTATION

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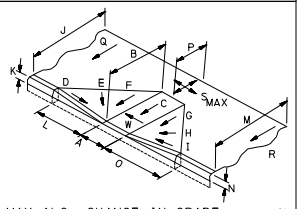
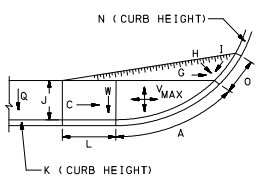
☐ TYPE 1



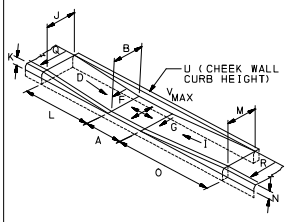
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



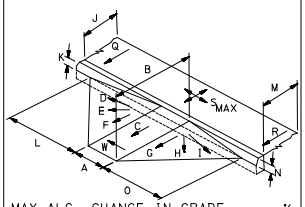
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



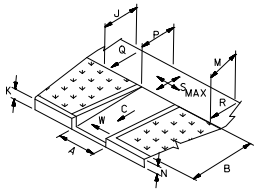
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



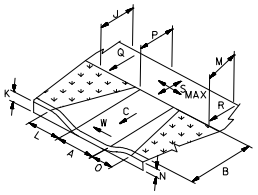
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



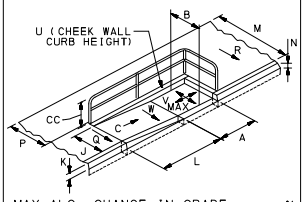
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



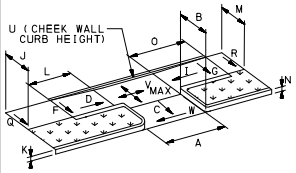
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



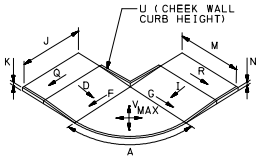
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



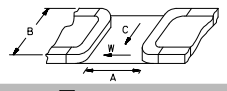
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

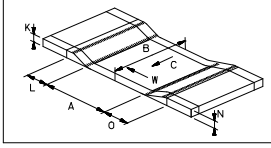
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	74	(IN)
*	C	9.20	(%)
*	D	5.80	(%)
	E	7.80	(%)
*	F	6.60	(%)
*	G	7.60	(%)
	H	6.10	(%)
*	I	4.10	(%)
*	J	142	(IN)
	K	5	(IN)
	L	122	(IN)
*	M	142	(IN)
	N	7	(IN)
	O	90	(IN)
*	P	48	(IN)
*	Q	0.70	(%)
*	R	3.30	(%)
*	S	2.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	122	(IN)
*	Z		(IN)
*	ZZ	60	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

Ramp slope of 9.20% exceeds the maximum 8.33%; Landing area slope of 2.20% exceeds 2.00% maximum; Grate openning of more than 1.5".

CS-4401 (1-11)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 2

Insert Picture 3

Insert Picture 4

Insert Picture 5

Insert Picture 6

CS-4401 (1-11)

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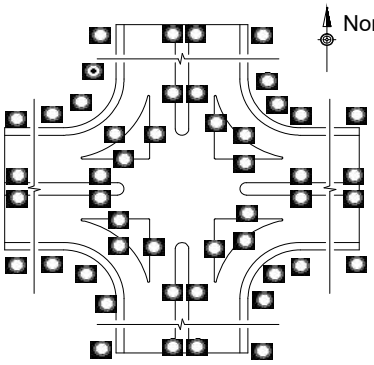
DEPARTMENT OF TRANSPORTATION

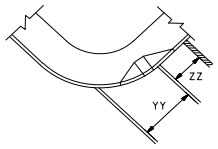
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	07	01	
Field Investigators 1	CLAIRE DINARDO			
Field Investigators 2	LAURA MOORE			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	2			
Number of Photos	2			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No	0	(X/16")	
Grate Openings or Gaps > 1/2"	No	0	(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.50	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #	VERIZON	Alg Δ Grade	6.6	%
Intersection Ramp # of #		1	2	
*Ramp Location (Use Figure Below)			04	
*Curb Ramp Type	Type 1			
*North Leg	17TH	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	PASSYUNK	(segment)	(offset)	
*East Leg Desc.	ave			
*South Leg	17TH	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	PASSYUNK	(segment)	(offset)	
*West Leg Desc.	Ave			

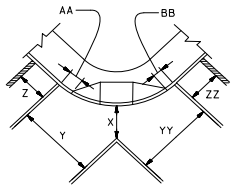


☐ 1 RAMP, 1 CROSSINGS



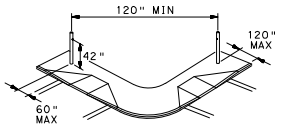
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-17THSt-PASSYUNKave-17THSt-PASSYUNKAve-2023-07-01-4-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

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DEPARTMENT OF TRANSPORTATION

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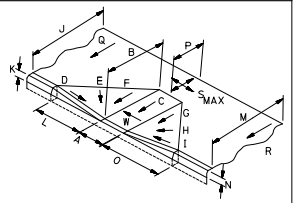
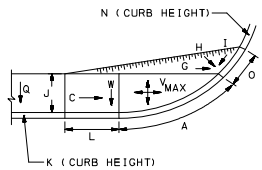
☐ TYPE 1



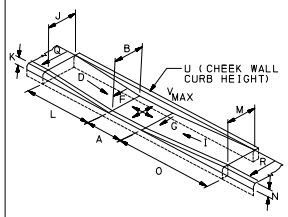
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



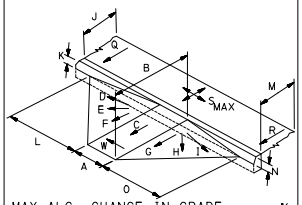
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



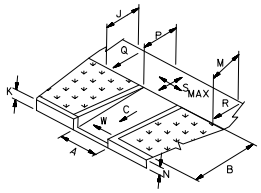
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



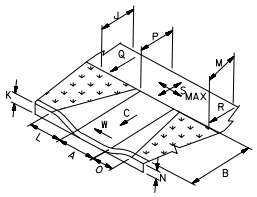
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



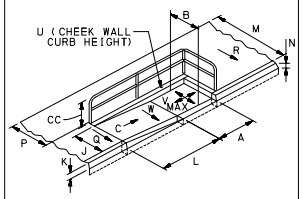
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



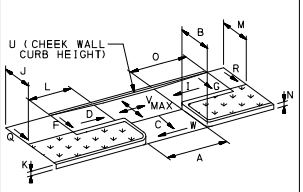
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



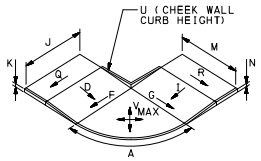
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



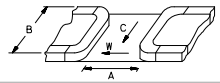
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

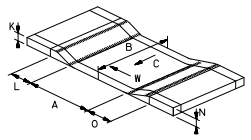
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



(insert comments below)

	"0.00" inches or %		
*	A	48	(IN)
*	B	69	(IN)
*	C	7.50	(%)
*	D	9.60	(%)
	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	4.80	(%)
*	J	138	(IN)
	K		(IN)
	L		(IN)
*	M	50	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.10	(%)
*	R	1.60	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	72	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

C-06-101-60000-17THSt-PASSYUNKave-17THSt-PASSYUNKAve-2023-07-01-4-Type1

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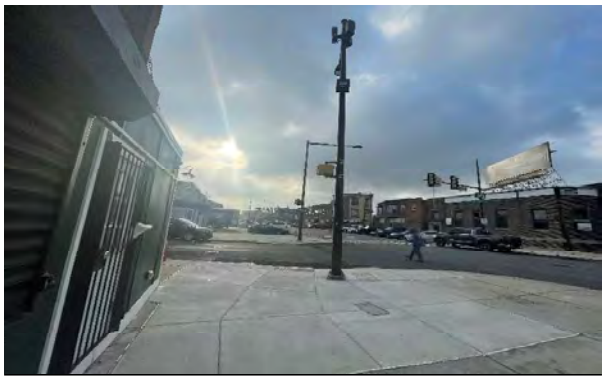
See the last tab of this workbook for instructions

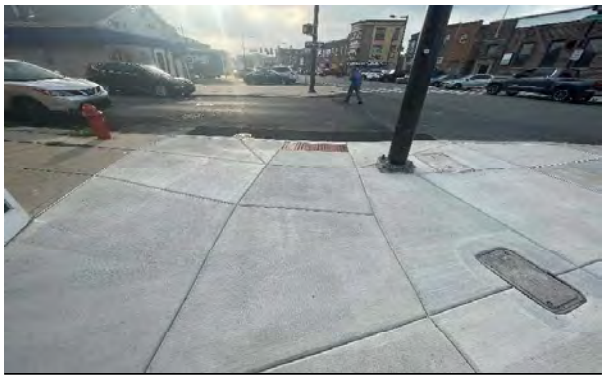
Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5



Insert Picture 3

Insert Picture 6

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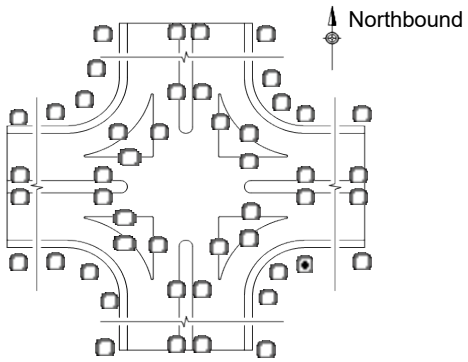
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	11	10		
Field Investigators 1	CLAIRE DINARDO				
Field Investigators 2	LAURA MOORE				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	Yes				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	2.10	%			
Cross Slope in Front of Ramp (Road Profile)	0.80	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				

ECMS #	VERIZON	Alg Δ Grade	9.6	%
Intersection Ramp # of #		1	2	
*Ramp Location (Use Figure Below)			12	
*Curb Ramp Type	Type 1			
*North Leg	GREEN	(segment)	(offset)	
*North Leg Desc.	STREET			
*East Leg	21st	(segment)	(offset)	
*East Leg Desc.	STREET			
*South Leg	GREEN	(segment)	(offset)	
*South Leg Desc.	STREET			
*West Leg	SPRING GARDEN	(segment)	(offset)	
*West Leg Desc.	STREET			



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-GREENSTREET-21stSTREET-GREENSTREET-SPRINGGARDENSTREET-2023-11-10-12-Type1
* Status	Current
Level of Service	Meets RC-67M

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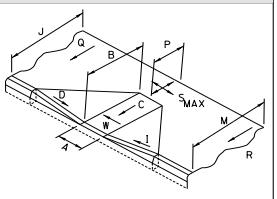
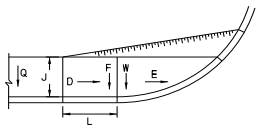
TYPE 1



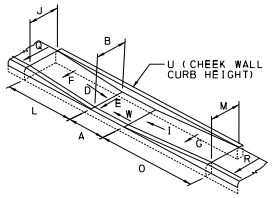
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



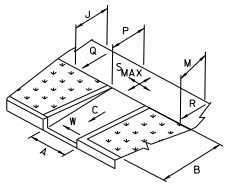
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



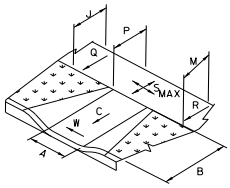
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



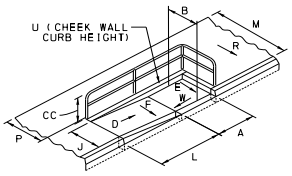
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



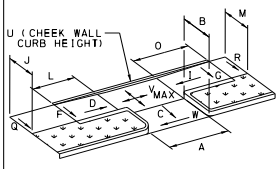
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



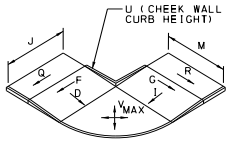
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



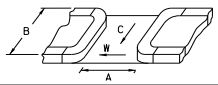
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

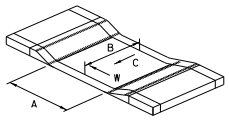


MAX ALG. CHANGE IN GRADE _____ %

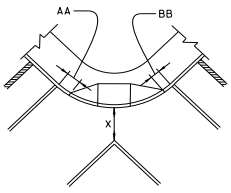
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	54	(IN)
*	C	7.50	(%)
*	D	8.10	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	8.00	(%)
*	J	68	(IN)
	K		(IN)
	L		(IN)
*	M	65	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.80	(%)
*	R	1.80	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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See the last tab of this workbook for instructions

Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

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Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)

CS-4401 (6-17)

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Scanned Inspection Form (TIFF set resolution to 200 DPI)

CS-4401 (6-17)

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Scanned Inspection Form Continued (TIFF set resolution to 200 DPI)

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Instructions

The Curb Ramp Inspection Form (CS-4401) will be used for the inspection of all altered curb ramps within the project limits to ensure compliance to PennDOT standards or the contract documents. This includes newly constructed curb ramps and existing curb ramps not reconstructed. Refer to Publication 13M - Design Manual Part 2, Chapter 6 for additional information on “alterations.”

A thorough and rigorous inspection to ensure an ADA compliant curb ramp must be completed. All newly constructed curb ramps or curb ramps located within the project limits must be inspected/measured in the field for compliance to RC-67M Standards. The slopes indicated in RC-67M are absolute maximum slopes. Only slopes that are equal to or less than the indicated slopes are acceptable.

Where fully meeting the RC-67M standards is “Technically Infeasible”, access must be provided to the maximum extent possible. When this occurs, curb ramps or other pedestrian facilities must be constructed in accordance with the contract documents. See Publication 13M - Design Manual Part 2, Chapter 6 for additional information on Technically Infeasible.

The Curb Ramp Inspection Form (CS-4401) will record all measurements and serve as a record that PennDOT has constructed the curb ramps to current standards or provided access to the maximum extent feasible. The form will contain the field measurements, pictures of the constructed curb ramps, and images of the Technically Infeasible Form (if applicable).

The completed form must be submitted electronically, **in EXCEL**, to the ADA Coordinator upon completion and acceptance of the curb ramp construction. The data from the form will be extracted into a database for record keeping purposes.

INSTRUCTIONS
Before you Begin:
When saving the file, use Excel Macro-Enabled Workbook format with a *.xlsm extension. Do not use a different file format.

The following tabs are included in the form:
Tab 1. Inspection Form
Tab 2. Inspection Form Continued
Tab 3. Pictures
Tab 4. Tech. Infeasible Form
Tab 5. Scanned Forms
Tab 6. Instructions

TAB 1 - INSPECTION FORM
All “blue filled” cells require information to be entered. Many cells have a drop down selection with a header.
The header is used for filling out a printed version. The header must be changed to the appropriate selection.
For example: “☐ No ☐ Yes” would be the header. Either “No” or “Yes” must be selected.

Date of Investigation
Enter the year, month, and day of the investigation (format yyyy mm dd).

Field Investigators
Insert the name(s) of the investigator(s).

Engineering District Code
Insert the engineering district code.

County Name
Insert the appropriate county. (The county code will automatically fill in once the appropriate county is selected).

Municipality Name
Insert the appropriate municipality name.
(The municipality code will automatically fill in once the appropriate municipality name is entered).

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Instructions

Construction Phase
Select the appropriate status of the curb ramp being investigated.

☐ Constructed. Select this phase for newly constructed curb ramps for inspection purposes.
☐ Existing-Survey. Select this phase for documenting existing curb ramps.
☐ Missing. Select this phase for documenting missing curb ramps.

Ramp Crosses
Select what type of roadway the ramp crosses or services.

Ramp Surface
Select ramp surface type (Brick, Concrete or Other). If “Other”, enter the surface type in the cell immediately to the right.

Surface Stable, Firm, and Slip Resistant
Indicate if the curb ramp surface is stable, firm, and slip resistant.

Elevation Differences > ¼”
Indicate if any vertical elevation differences between sections of sidewalk found anywhere on the curb ramp that are greater than 1/4” exist. If vertical elevation differences exist, measure to the nearest 1/16 of an inch. For example, if measured 1/2” enter “8” (8/16) on the form, or if measured 2” enter 32 (32/16) in the form.

Grate Openings or Gaps > ½”
Indicate if any grate openings or gaps greater than 1/2” are located within the immediate pedestrian path. If horizontal gaps exist, measure to the nearest 1/16 of an inch. For example, if measured 1/2” enter “8” (8/16) on the form, or if measured 2” enter 32 (32/16) on the form.

Utilities in Path of Travel
Indicate if there are any utilities that obstruct the path of travel.

Water Ponding in Path of Travel
Indicate if any water ponding exists within the travel path of the curb ramp.

Detectable Warning Surface (DWS)
Indicate if a detectable warning surface is present.

DWS Type
If “Yes” is answered in previous question, indicate what type of DWS is present. If “Other”, fill in the cell to the right to indicate what type of DWS is being used.

Pedestrian Crossings
Indicate if a pedestrian crossing exists. If a pedestrian crossing does not exist, a curb ramp is not needed. The crossing may be marked or unmarked. If “Yes”, the cell to the right will become highlighted with blue fill, requiring it to be completed.
☐ Single Ramp with Single Cross Walk
☐ Single Ramp with Double Cross Walk

Ramp at Stop or Yield Controlled Crosswalk
Indicate if the ramp serves a Stop or Yield controlled crosswalk.

Ramp Leads to Accessible Path
Indicate if the ramp leads to an accessible path, such as a sidewalk or a pedestrian pushbutton.

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Instructions

Longitudinal / Cross Slope in Front of Ramp
Enter the longitudinal and cross slope values (as a percentage) in the appropriate cells. The longitudinal slope is equal to the slope parallel to the direction of the ramp (in the street); the cross slope is equal to the slope perpendicular to the direction of the ramp (in the street).

Turning Maneuver in Street
Indicate if pedestrians must perform turning maneuvers in the street. If “Yes”, a landing is required in the street.

Turning Maneuver at Top of Ramp (Smax)
Indicate if pedestrians must perform turning maneuvers at the top of the ramp. If “Yes”, Smax is required.

ECMS #
Enter the ECMS # for the project that altered the curb ramp.

Algebraic Δ Grade (Algebraic Change in Grade)
Enter the maximum algebraic change between the ramp slope and roadway slope (as a percentage).

Intersection Ramp # of #
Enter the number for the ramp being investigated followed by the total number of ramps being investigated at the intersection. For example, if the ramp at the intersection of Ramp “X” of “Y” is being investigated, “Y” is the total number of the ramps at the intersection and “X” is the number assigned to the specific ramp being investigated.

Ramp Location
Using the intersection figure shown, select the appropriate button for which the investigated curb ramp is located.

North Leg/North Leg Description
Include the name of the roadway (if applicable) for the northbound roadway. Then directly below that cell, indicate the type of roadway (state route, boulevard, road, street, etc.). If the roadway is a state route number (format: 0000), also include the Segment # (format: 0000) and Offset # (format: 0000) of the intersection. If the roadway is a local road, include the name of the local road and description.
Complete this for all legs of the intersection.

	North Leg	Description	Segment	Offset
Example 1:	00016	SR	0010	0020
Example 2:	Oak	ST	n/a	n/a

Curb Ramp Type
Indicate the type of ramp being investigated. Depending on curb ramp type, complete all of the required dimensions on Tab 2 - Inspection Form Continued. Each cell is color-coded to indicate whether the information entered meets RC-67M. If data is entered and the cell becomes highlighted with green fill, the data meets RC-67M. If the cell becomes highlighted with red fill, the data does not meet RC-67M. If the cell becomes highlighted with yellow fill, the data does not match RC-67M but this may be due to tie-ins with the existing site. The chart located to the right of the data entry form indicates the minimum measurement requirements (compliance check).

Accessible Pedestrian Push Buttons
Indicate if pedestrian push buttons are accessible.

Asset #
The Asset Number will be automatically completed as information is entered into the data entry form.

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Instructions

Status
Select the status of the curb ramp.
☐ Current. The curb ramp is an active curb ramp.
☐ Archive. The curb ramp has been removed/replaced and is no longer in use.

Level of Service
Once the curb ramp is inspected and reviewed, indicate the level of service:
☐ Meets RC-67M (compliant)
☐ Constructed per contract documents (compliant)
☐ Ex - Provides Maximum Access (compliant)
☐ Non-Compliant

TAB 2 - INSPECTION FORM CONTINUED
Indicate the type of ramp being investigated using the curb ramp diagrams. Depending on curb ramp type, complete all of the required dimensions “A” through “CC”. Each cell is color-coded to indicate whether the information entered meets RC-67M. Use “999” or -999” for measurements that are not applicable.

TAB 3 - PICTURES TAB
Click on the “Insert Picture #” button to insert the appropriate picture.

TAB 4 - TECH. INFEASIBLE FORM TAB (IF APPLICABLE)
If used, click on “Insert Tech Infeasible Form Sheet 1” button to insert the Technically Infeasible Form image. Repeat this process for the second image of the Technically Infeasible Form. Contact the PennDOT project manager to obtain image files of the Technically Infeasible Form.

TAB 5 - SCANNED FORMS TAB (IF APPLICABLE)
If the Inspection Form is printed and used to collect measurements, the form must be scanned as an image and inserted into the appropriate location. Click on the “Insert Scanned Inspection Form” button to insert the first page. Repeat this process for the second page. Scanning: It has been determined that a TIFF file format at 200 DPI produces a clear image at a reasonable file size.

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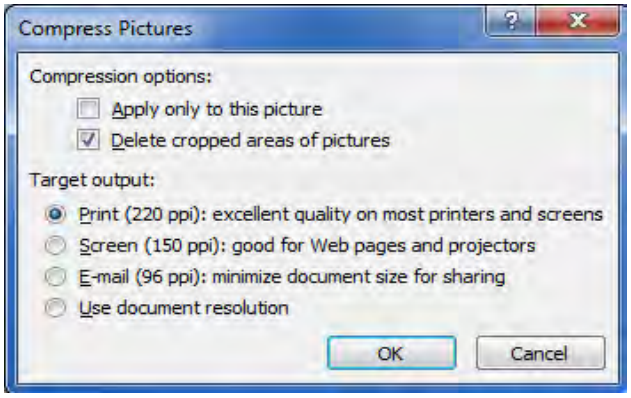
Instructions

TAB 6 - INSTRUCTIONS
Use this tab as a quick reference to the instructions.

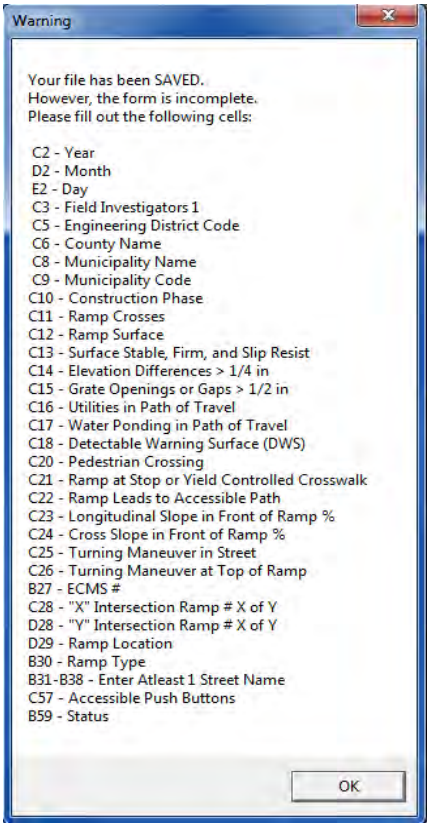
SUBMISSION
Perform the following for submission.

Reduce Image Size
To keep file size to a minimum, select a picture:
1. Go to the Format tab
2. Select Compress Pictures
3. Uncheck "Apply only to this picture"
4. Select Print (220 ppi)
5. Click OK



Save File
When saving, use Excel Macro-Enabled Workbook format with a *.xlsm extension. Do not use a different file format. If all the cells are not completed, a warning message will appear. The work has been saved, but the file is not complete. Fill in remaining cells and resave.

Send file to ADA Coordinator
Upon completion of the form, submit files in Excel Macro-Enabled Workbook format to the ADA Coordinator. Incomplete forms will be returned.



CS-4401 (6-17)

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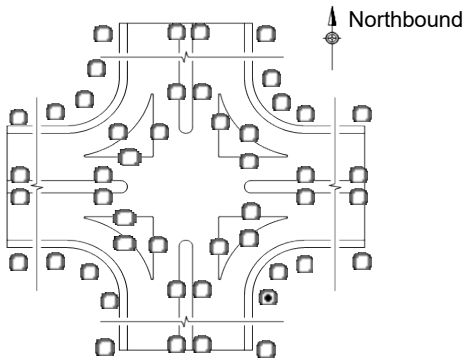
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	11	10	
Field Investigators 1		CLAIRE DINARDO			
Field Investigators 2		LAURA MOORE			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Poly Comp			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		1.80	%		
Cross Slope in Front of Ramp (Road Profile)		1.10	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	VERIZON	Alg Δ Grade	9.7	%	
Intersection Ramp # of #		1	2		
*Ramp Location (Use Figure Below)			14		
*Curb Ramp Type	Type 1				
*North Leg	GREEN	(segment)	(offset)		
*North Leg Desc.	STREET				
*East Leg	21st	(segment)	(offset)		
*East Leg Desc.	STREET				
*South Leg	GREEN	(segment)	(offset)		
*South Leg Desc.	STREET				
*West Leg	SPRING GARDEN	(segment)	(offset)		
*West Leg Desc.	STREET				



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-GREENSTREET-21stSTREET-GREENSTREET-SPRINGGARDENSTREET-2023-11-10-14-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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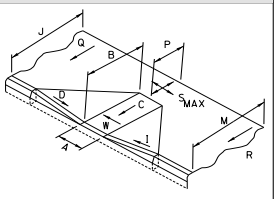
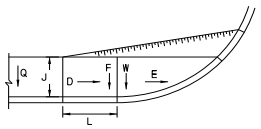
See the last tab of this workbook for instructions

TYPE 1



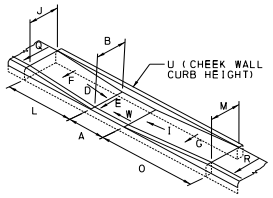
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



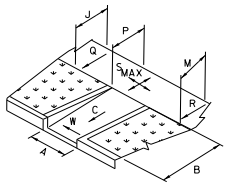
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



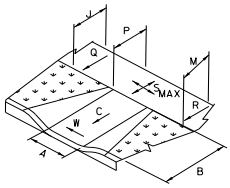
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



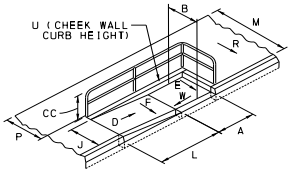
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



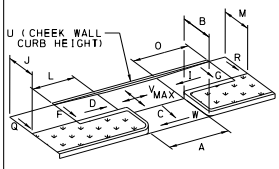
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



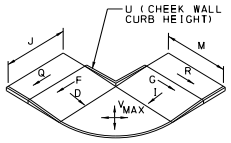
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



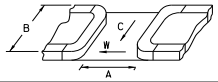
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

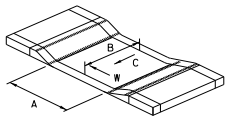


MAX ALG. CHANGE IN GRADE _____ %

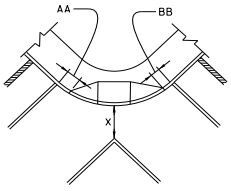
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	55	(IN)
*	C	7.90	(%)
*	D	8.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	8.30	(%)
*	J	65	(IN)
	K		(IN)
	L		(IN)
*	M	68	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	2.00	(%)
*	R	1.90	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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See the last tab of this workbook for instructions

Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

CS-4401 (6-17)

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Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)

CS-4401 (6-17)

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See the last tab of this workbook for instructions

Scanned Inspection Form (TIFF set resolution to 200 DPI)

CS-4401 (6-17)

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Scanned Inspection Form Continued (TIFF set resolution to 200 DPI)

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Instructions

The Curb Ramp Inspection Form (CS-4401) will be used for the inspection of all altered curb ramps within the project limits to ensure compliance to PennDOT standards or the contract documents. This includes newly constructed curb ramps and existing curb ramps not reconstructed. Refer to Publication 13M - Design Manual Part 2, Chapter 6 for additional information on “alterations.”

A thorough and rigorous inspection to ensure an ADA compliant curb ramp must be completed. All newly constructed curb ramps or curb ramps located within the project limits must be inspected/measured in the field for compliance to RC-67M Standards. The slopes indicated in RC-67M are absolute maximum slopes. Only slopes that are equal to or less than the indicated slopes are acceptable.

Where fully meeting the RC-67M standards is “Technically Infeasible”, access must be provided to the maximum extent possible. When this occurs, curb ramps or other pedestrian facilities must be constructed in accordance with the contract documents. See Publication 13M - Design Manual Part 2, Chapter 6 for additional information on Technically Infeasible.

The Curb Ramp Inspection Form (CS-4401) will record all measurements and serve as a record that PennDOT has constructed the curb ramps to current standards or provided access to the maximum extent feasible. The form will contain the field measurements, pictures of the constructed curb ramps, and images of the Technically Infeasible Form (if applicable).

The completed form must be submitted electronically, **in EXCEL**, to the ADA Coordinator upon completion and acceptance of the curb ramp construction. The data from the form will be extracted into a database for record keeping purposes.

INSTRUCTIONS
Before you Begin:
When saving the file, use Excel Macro-Enabled Workbook format with a *.xlsm extension. Do not use a different file format.

The following tabs are included in the form:
Tab 1. Inspection Form
Tab 2. Inspection Form Continued
Tab 3. Pictures
Tab 4. Tech. Infeasible Form
Tab 5. Scanned Forms
Tab 6. Instructions

TAB 1 - INSPECTION FORM
All “blue filled” cells require information to be entered. Many cells have a drop down selection with a header.
The header is used for filling out a printed version. The header must be changed to the appropriate selection.
For example: “☐ No ☐ Yes” would be the header. Either “No” or “Yes” must be selected.

Date of Investigation
Enter the year, month, and day of the investigation (format yyyy mm dd).

Field Investigators
Insert the name(s) of the investigator(s).

Engineering District Code
Insert the engineering district code.

County Name
Insert the appropriate county. (The county code will automatically fill in once the appropriate county is selected).

Municipality Name
Insert the appropriate municipality name.
(The municipality code will automatically fill in once the appropriate municipality name is entered).

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Instructions

Construction Phase
Select the appropriate status of the curb ramp being investigated.

☐ Constructed. Select this phase for newly constructed curb ramps for inspection purposes.
☐ Existing-Survey. Select this phase for documenting existing curb ramps.
☐ Missing. Select this phase for documenting missing curb ramps.

Ramp Crosses
Select what type of roadway the ramp crosses or services.

Ramp Surface
Select ramp surface type (Brick, Concrete or Other). If “Other”, enter the surface type in the cell immediately to the right.

Surface Stable, Firm, and Slip Resistant
Indicate if the curb ramp surface is stable, firm, and slip resistant.

Elevation Differences > ¼”
Indicate if any vertical elevation differences between sections of sidewalk found anywhere on the curb ramp that are greater than 1/4” exist. If vertical elevation differences exist, measure to the nearest 1/16 of an inch. For example, if measured 1/2” enter “8” (8/16) on the form, or if measured 2” enter 32 (32/16) in the form.

Grate Openings or Gaps > ½”
Indicate if any grate openings or gaps greater than 1/2” are located within the immediate pedestrian path. If horizontal gaps exist, measure to the nearest 1/16 of an inch. For example, if measured 1/2” enter “8” (8/16) on the form, or if measured 2” enter 32 (32/16) on the form.

Utilities in Path of Travel
Indicate if there are any utilities that obstruct the path of travel.

Water Ponding in Path of Travel
Indicate if any water ponding exists within the travel path of the curb ramp.

Detectable Warning Surface (DWS)
Indicate if a detectable warning surface is present.

DWS Type
If “Yes” is answered in previous question, indicate what type of DWS is present. If “Other”, fill in the cell to the right to indicate what type of DWS is being used.

Pedestrian Crossings
Indicate if a pedestrian crossing exists. If a pedestrian crossing does not exist, a curb ramp is not needed. The crossing may be marked or unmarked. If “Yes”, the cell to the right will become highlighted with blue fill, requiring it to be completed.
☐ Single Ramp with Single Cross Walk
☐ Single Ramp with Double Cross Walk

Ramp at Stop or Yield Controlled Crosswalk
Indicate if the ramp serves a Stop or Yield controlled crosswalk.

Ramp Leads to Accessible Path
Indicate if the ramp leads to an accessible path, such as a sidewalk or a pedestrian pushbutton.

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Instructions

Longitudinal / Cross Slope in Front of Ramp
Enter the longitudinal and cross slope values (as a percentage) in the appropriate cells. The longitudinal slope is equal to the slope parallel to the direction of the ramp (in the street); the cross slope is equal to the slope perpendicular to the direction of the ramp (in the street).

Turning Maneuver in Street
Indicate if pedestrians must perform turning maneuvers in the street. If “Yes”, a landing is required in the street.

Turning Maneuver at Top of Ramp (Smax)
Indicate if pedestrians must perform turning maneuvers at the top of the ramp. If “Yes”, Smax is required.

ECMS #
Enter the ECMS # for the project that altered the curb ramp.

Algebraic Δ Grade (Algebraic Change in Grade)
Enter the maximum algebraic change between the ramp slope and roadway slope (as a percentage).

Intersection Ramp # of #
Enter the number for the ramp being investigated followed by the total number of ramps being investigated at the intersection. For example, if the ramp at the intersection of Ramp “X” of “Y” is being investigated, “Y” is the total number of the ramps at the intersection and “X” is the number assigned to the specific ramp being investigated.

Ramp Location
Using the intersection figure shown, select the appropriate button for which the investigated curb ramp is located.

North Leg/North Leg Description
Include the name of the roadway (if applicable) for the northbound roadway. Then directly below that cell, indicate the type of roadway (state route, boulevard, road, street, etc.). If the roadway is a state route number (format: 0000), also include the Segment # (format: 0000) and Offset # (format: 0000) of the intersection. If the roadway is a local road, include the name of the local road and description.
Complete this for all legs of the intersection.

	North Leg	Description	Segment	Offset
Example 1:	00016	SR	0010	0020
Example 2:	Oak	ST	n/a	n/a

Curb Ramp Type
Indicate the type of ramp being investigated. Depending on curb ramp type, complete all of the required dimensions on Tab 2 - Inspection Form Continued. Each cell is color-coded to indicate whether the information entered meets RC-67M. If data is entered and the cell becomes highlighted with green fill, the data meets RC-67M. If the cell becomes highlighted with red fill, the data does not meet RC-67M. If the cell becomes highlighted with yellow fill, the data does not match RC-67M but this may be due to tie-ins with the existing site. The chart located to the right of the data entry form indicates the minimum measurement requirements (compliance check).

Accessible Pedestrian Push Buttons
Indicate if pedestrian push buttons are accessible.

Asset #
The Asset Number will be automatically completed as information is entered into the data entry form.

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Instructions

Status
Select the status of the curb ramp.
☐ Current. The curb ramp is an active curb ramp.
☐ Archive. The curb ramp has been removed/replaced and is no longer in use.

Level of Service
Once the curb ramp is inspected and reviewed, indicate the level of service:
☐ Meets RC-67M (compliant)
☐ Constructed per contract documents (compliant)
☐ Ex - Provides Maximum Access (compliant)
☐ Non-Compliant

TAB 2 - INSPECTION FORM CONTINUED
Indicate the type of ramp being investigated using the curb ramp diagrams. Depending on curb ramp type, complete all of the required dimensions “A” through “CC”. Each cell is color-coded to indicate whether the information entered meets RC-67M. Use “999” or -999” for measurements that are not applicable.

TAB 3 - PICTURES TAB
Click on the “Insert Picture #” button to insert the appropriate picture.

TAB 4 - TECH. INFEASIBLE FORM TAB (IF APPLICABLE)
If used, click on “Insert Tech Infeasible Form Sheet 1” button to insert the Technically Infeasible Form image. Repeat this process for the second image of the Technically Infeasible Form. Contact the PennDOT project manager to obtain image files of the Technically Infeasible Form.

TAB 5 - SCANNED FORMS TAB (IF APPLICABLE)
If the Inspection Form is printed and used to collect measurements, the form must be scanned as an image and inserted into the appropriate location. Click on the “Insert Scanned Inspection Form” button to insert the first page. Repeat this process for the second page. Scanning: It has been determined that a TIFF file format at 200 DPI produces a clear image at a reasonable file size.

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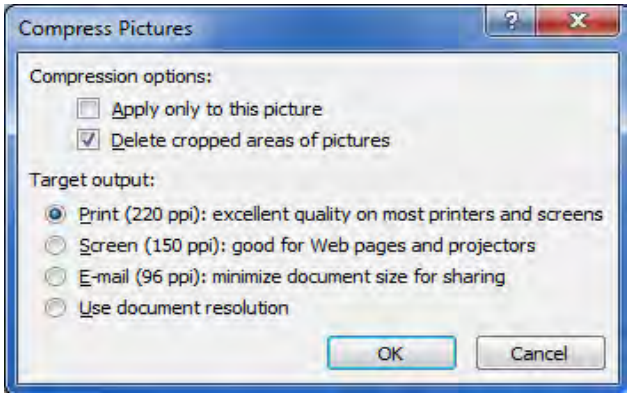
Instructions

TAB 6 - INSTRUCTIONS
Use this tab as a quick reference to the instructions.

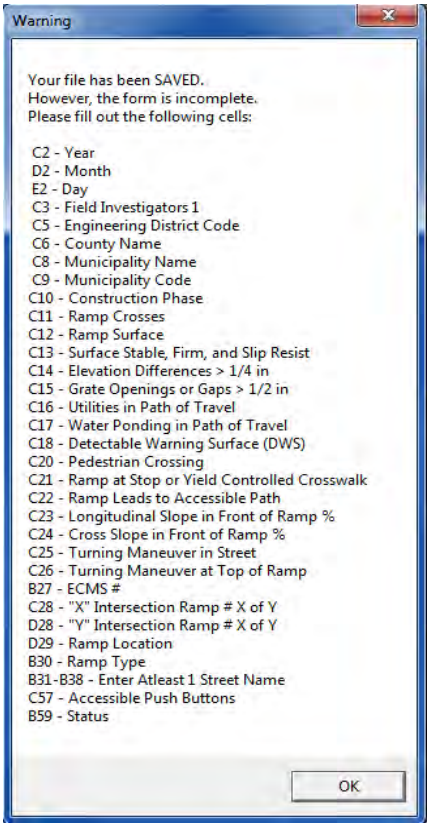
SUBMISSION
Perform the following for submission.

Reduce Image Size
To keep file size to a minimum, select a picture:
1. Go to the Format tab
2. Select Compress Pictures
3. Uncheck "Apply only to this picture"
4. Select Print (220 ppi)
5. Click OK



Save File
When saving, use Excel Macro-Enabled Workbook format with a *.xlsm extension. Do not use a different file format. If all the cells are not completed, a warning message will appear. The work has been saved, but the file is not complete. Fill in remaining cells and resave.

Send file to ADA Coordinator
Upon completion of the form, submit files in Excel Macro-Enabled Workbook format to the ADA Coordinator. Incomplete forms will be returned.



CS-4401 (1-11)

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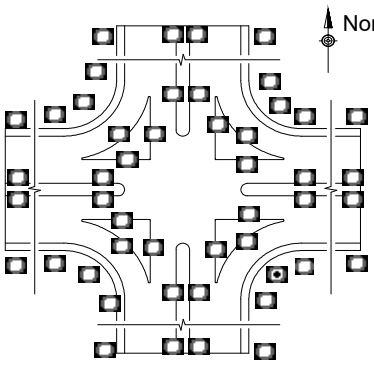
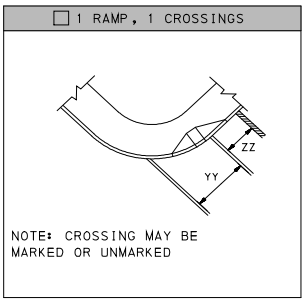
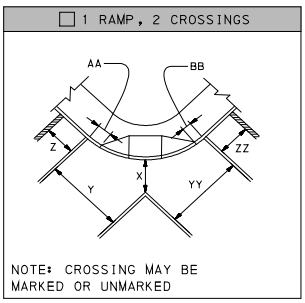
See the last tab of this workbook for instructions

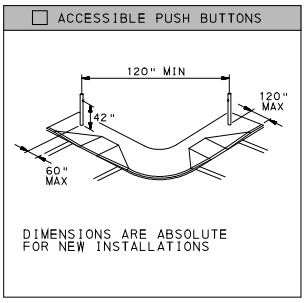
*Date of Investigation (yyyy dd mm)	2024	03	06	
Field Investigators 1	Lauren Kujawa			
Field Investigators 2	Mark Spielman			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	4			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	6.10	%	3.80	%
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #	N/A	Alg Δ Grade	10.6	%
Intersection Ramp # of #		1	1	
*Ramp Location (Use Figure Below)			13	
*Curb Ramp Type	Type 1			
*North Leg	Monument	(segment)	(offset)	
*North Leg Desc.	Rd			
*East Leg	0001	(segment)	(offset)	
*East Leg Desc.	SR	0070	2280	
*South Leg	Monument	(segment)	(offset)	
*South Leg Desc.	Rd			
*West Leg	0001	(segment)	(offset)	
*West Leg Desc.	SR	0070	2280	









Accessible Push Buttons	Yes	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-MonumentRd-0001SR-MonumentRd-0001SR-2024-03-06-13-Type1	
* Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	

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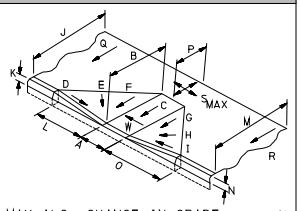
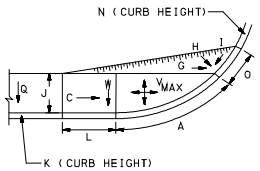
See the last tab of this workbook for instructions

☐ TYPE 1



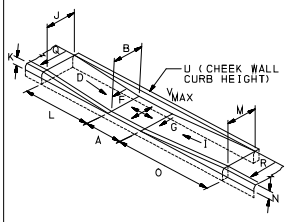
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



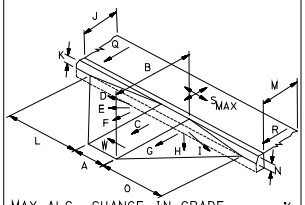
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



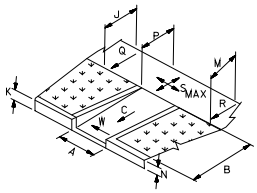
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



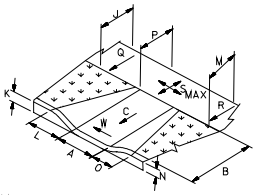
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



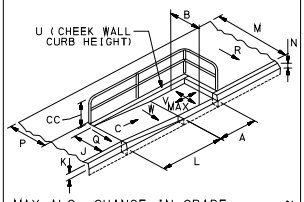
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



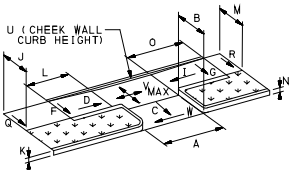
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



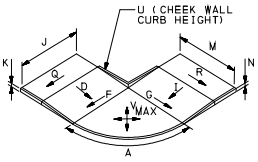
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



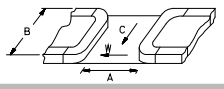
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

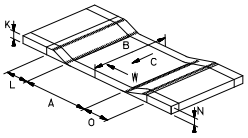
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



(insert comments below)

	"0.00" inches or %		
*	A	48	(IN)
*	B	50	(IN)
*	C	4.50	(%)
*	D	2.70	(%)
	E	5.70	(%)
*	F	7.20	(%)
*	G	5.50	(%)
	H	9.30	(%)
*	I	9.10	(%)
*	J	110	(IN)
	K	6	(IN)
	L	72	(IN)
*	M	74	(IN)
	N	6	(IN)
	O	72	(IN)
*	P	66	(IN)
*	Q	0.70	(%)
*	R	0.70	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.70	(%)
*	X		(IN)
*	Y		(IN)
*	YY	122	(IN)
*	Z		(IN)
*	ZZ	144	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

TRAFFIC PLANNING AND DESIGN, INC.
WWW.TRAFFICPD.COM

April 8, 2024

Wei Chen ADA Coordinator
Streets Department
Room #940, Municipal Services Building
1401 JFK Blvd
Philadelphia, PA 19102

RE: PECO ADA Upgrades

As-Built ADA Curb Ramps (Submission 1)

City of Philadelphia, Philadelphia County, PA

TPD No. UARP.13.00001
TPD Federal ID Number: 23-2557966

Dear Mr. Chen:

Traffic Planning and Design, Inc. (TPD) has completed submission materials for the first as-built ADA curb ramp submission for the intersection listed in the table below. Please note that PECO's utility work has been completed at this intersection, and the existing ADA curb ramps were either not impacted, replaced in kind, or found to be compliant. The technically infeasible aspects of the design can be found on Sheet 2 of the As-Built CS-4401 forms. The following is a list of materials provided for this submission:

1. **As-Built CS 4401 Inspection Forms.**

Intersection ID#	Street #1	Street #2	Ramps	Utility GPIS#	ADA GPIS#	City ADA Log#
N/A	39th Street	Lancaster Avenue (SR 3005)	2	19-01172	N/A	N/A
N/A	Spring Garden Street	Lancaster Avenue (SR 3005)	2	19-01172	N/A	N/A
		TOTAL	4			

Please feel free to contact me if you have any questions or require any additional information.

Sincerely,
TRAFFIC PLANNING AND DESIGN, INC.

Nathan Zipay, P.E.
Senior Project Manager
nzipay@TrafficPD.com

CS-4401 (1-11)

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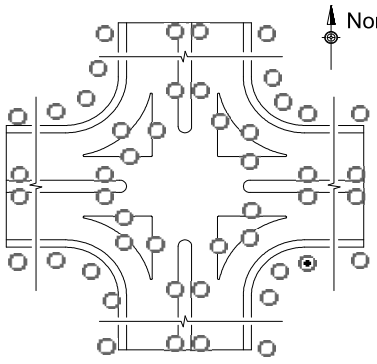
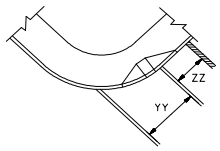
RAMP DESIGNS
RELEASED FOR CONSTRUCTION
Philadelphia Streets Dept
Nathaniel Lee
E-stamped on 4.9.2024
ADA Unit

*Date of Investigation (yyyy dd mm)	2024	04	04		
Field Investigators 1	Stefaniya Surikova				
Field Investigators 2	Meghan Sparks				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	3				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	Yes				
Longitudinal / Cross slope in Front of Ramp	0.30	%	1.10	%	
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS #	N/A	Alg Δ Grade	5.1	%	
Intersection Ramp # of #		1	2		
*Ramp Location (Use Figure Below)			12		
*Curb Ramp Type	Type 1				
*North Leg	N/A	(segment)	(offset)		
*North Leg Desc.		0090	0000		
*East Leg	3005	(segment)	(offset)		
*East Leg Desc.	SR	0090	0000		
*South Leg	39th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	3005	(segment)	(offset)		
*West Leg Desc.	SR	0090	0000		

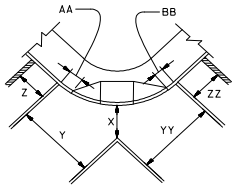


☐ 1 RAMP, 1 CROSSINGS



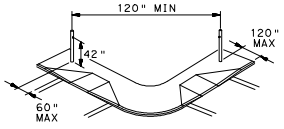
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-N/A-3005SR-39thSt-3005SR-2024-04-04-12-Type1	
* Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	

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DEPARTMENT OF TRANSPORTATION

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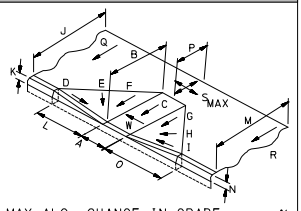
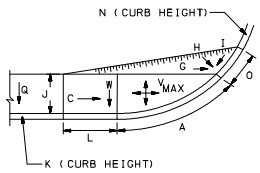
RAMP DESIGNS
RELEASED FOR CONSTRUCTION
Philadelphia Streets Dept
Nathaniel Lee
E-stamped on 4.9.2024
ADA Unit

☐ TYPE 1



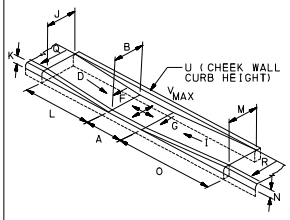
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



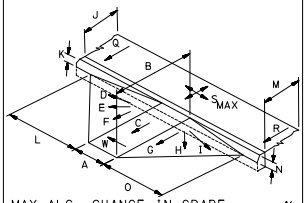
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



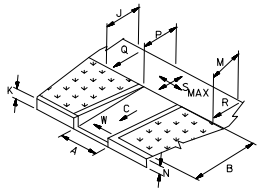
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



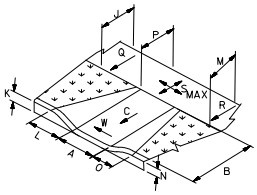
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



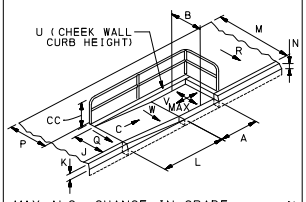
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



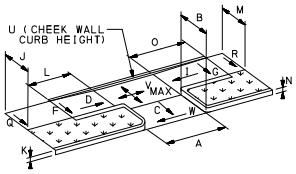
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



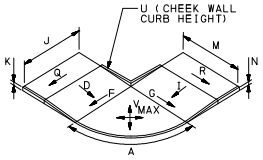
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



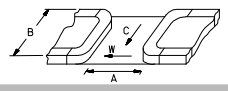
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

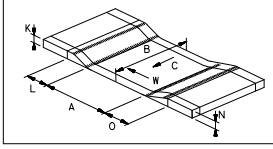
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



(insert comments below)

	"0.00" inches or %		
*	A	48	(IN)
*	B	71	(IN)
*	C	5.10	(%)
*	D	10.00	(%)
	E	9.00	(%)
*	F	4.80	(%)
*	G	4.90	(%)
	H	3.00	(%)
*	I	3.20	(%)
*	J	142	(IN)
	K	4	(IN)
	L	52	(IN)
*	M	119	(IN)
	N	1	(IN)
	O	24	(IN)
*	P	48	(IN)
*	Q	4.50	(%)
*	R	2.80	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	122	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

CS-4401 (1-11)

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DEPARTMENT OF TRANSPORTATION

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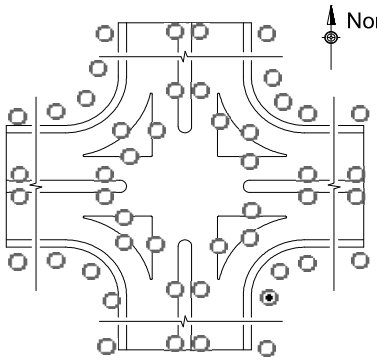
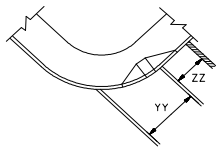
RAMP DESIGNS
RELEASED FOR CONSTRUCTION
Philadelphia Streets Dept
Nathaniel Lee
E-stamped on 4.9.2024
ADA Unit

*Date of Investigation (yyyy dd mm)	2024	04	04		
Field Investigators 1	Stefaniya Surikova				
Field Investigators 2	Meghan Sparks				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	3				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	Yes				
Longitudinal / Cross slope in Front of Ramp	0.20	%	1.40	%	
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				

ECMS #	N/A	Alg Δ Grade	7.5	%
Intersection Ramp # of #		2	2	
*Ramp Location (Use Figure Below)			14	
*Curb Ramp Type	Type 1			
*North Leg	N/A	(segment)	(offset)	
*North Leg Desc.		0090	0000	
*East Leg	3005	(segment)	(offset)	
*East Leg Desc.	SR	0090	0000	
*South Leg	39th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	3005	(segment)	(offset)	
*West Leg Desc.	SR	0090	0000	

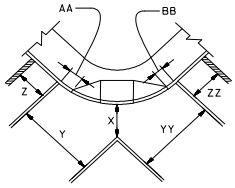


☐ 1 RAMP, 1 CROSSINGS



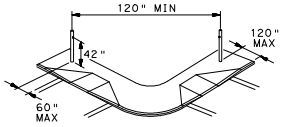
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

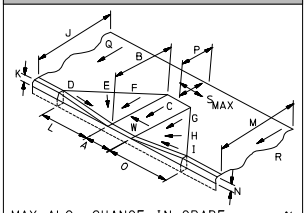
Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-N/A-3005SR-39thSt-3005SR-2024-04-04-14-Type1	
* Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

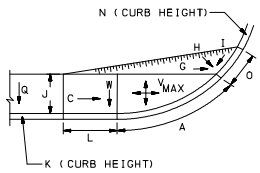
RAMP DESIGNS
RELEASED FOR CONSTRUCTION
Philadelphia Streets Dept
Nathaniel Lee
E-stamped on 4.9.2024
ADA Unit

☐ TYPE 1



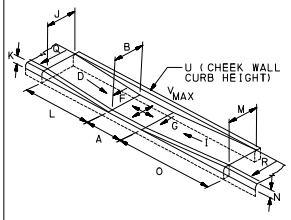
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



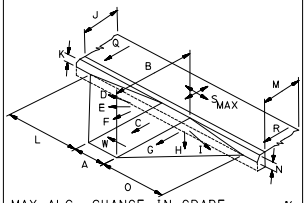
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



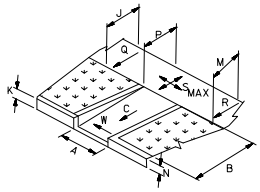
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



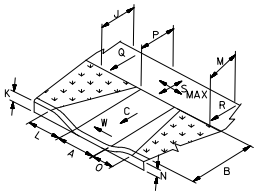
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



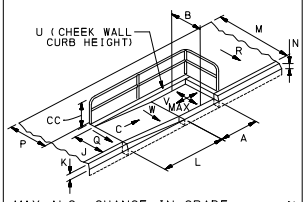
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



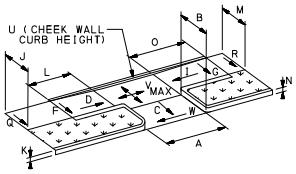
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



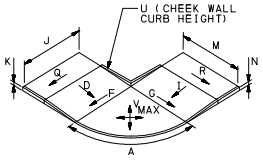
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



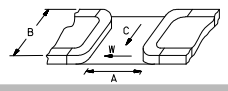
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

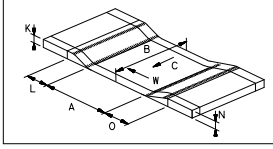
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



(insert comments below)

	"0.00" inches or %		
*	A	48	(IN)
*	B	71	(IN)
*	C	7.30	(%)
*	D	8.00	(%)
	E	5.00	(%)
*	F	7.60	(%)
*	G	7.40	(%)
	H	6.70	(%)
*	I	3.70	(%)
*	J	142	(IN)
	K	1	(IN)
	L	28	(IN)
*	M	119	(IN)
	N	5	(IN)
	O	71	(IN)
*	P	59	(IN)
*	Q	4.50	(%)
*	R	2.30	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.70	(%)
*	X		(IN)
*	Y		(IN)
*	YY	110	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (1-11)

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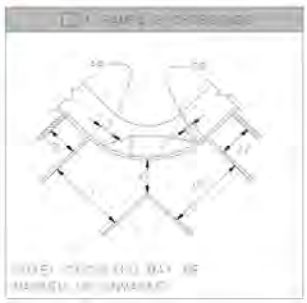
DEPARTMENT OF TRANSPORTATION

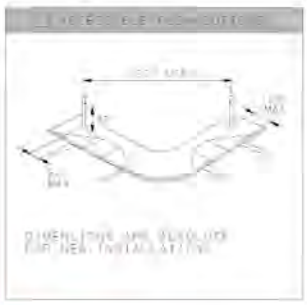
See the last tab of this workbook for instructions

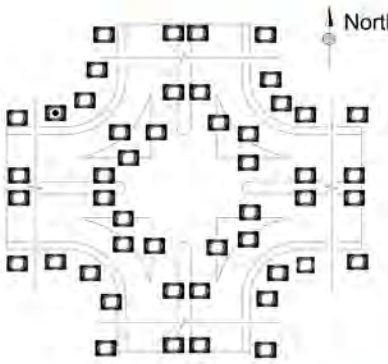
RAMP DESIGNS
RELEASED FOR CONSTRUCTION
Philadelphia Streets Dept

Nathaniel Lee
E-stamped on 4.9.2024
ADA Unit

*Date of Investigation (yyyy dd mm)	2024	04	04		
Field Investigators 1	Stefaniya Surikova				
Field Investigators 2	Meghan Sparks				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	3				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	Yes				
Longitudinal / Cross slope in Front of Ramp	3.50	%	1.20	%	
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS #	N/A	Alg Δ Grade	10.1	%	
Intersection Ramp # of #		1	2		
*Ramp Location (Use Figure Below)			02		
*Curb Ramp Type	Type 1				
*North Leg	3005	(segment)	(offset)		
*North Leg Desc.	SR	0090	0000		
*East Leg	3014	(segment)	(offset)		
*East Leg Desc.	SR	0010	0000		
*South Leg	3005	(segment)	(offset)		
*South Leg Desc.	SR	0090	0000		
*West Leg	Spring Garden	(segment)	(offset)		
*West Leg Desc.	St				







Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-3005SR-3014SR-3005SR-SpringGardenSt-2024-04-04-2-Type1	
* Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	

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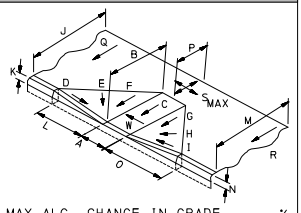
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

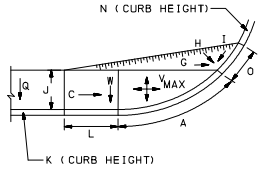
RAMP DESIGNS
RELEASED FOR CONSTRUCTION
Philadelphia Streets Dept
Nathaniel Lee
E-stamped on 4.9.2024
ADA Unit

☐ TYPE 1



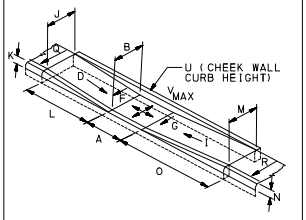
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



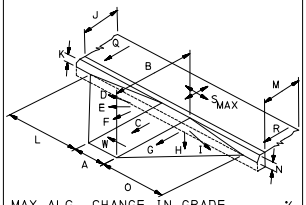
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



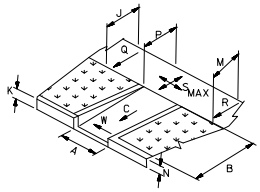
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



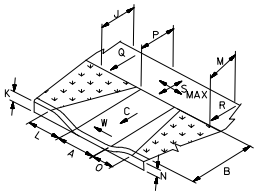
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



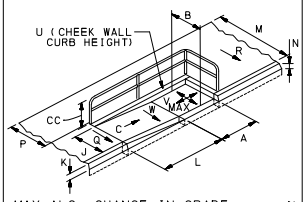
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



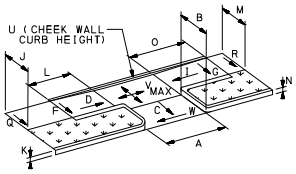
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



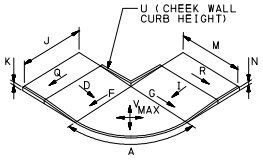
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



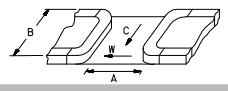
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

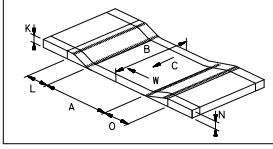
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



(insert comments below)

	"0.00" inches or %		
*	A	48	(IN)
*	B	76	(IN)
*	C	6.60	(%)
*	D	4.30	(%)
	E	6.80	(%)
*	F	6.40	(%)
*	G	6.10	(%)
	H	9.10	(%)
*	I	8.20	(%)
*	J	154	(IN)
	K	2	(IN)
	L	40	(IN)
*	M	193	(IN)
	N	1	(IN)
	O	24	(IN)
*	P	48	(IN)
*	Q	1.90	(%)
*	R	1.80	(%)
*	S	1.10	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	240	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (1-11)

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DEPARTMENT OF TRANSPORTATION

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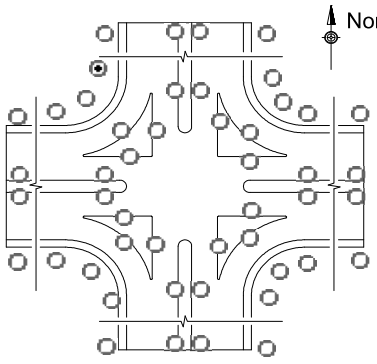
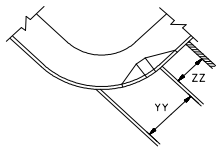
RAMP DESIGNS
RELEASED FOR CONSTRUCTION
Philadelphia Streets Dept
Nathaniel Lee
E-stamped on 4.9.2024
ADA Unit

*Date of Investigation (yyyy dd mm)	2024	04	04		
Field Investigators 1	Stefaniya Surikova				
Field Investigators 2	Meghan Sparks				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	3				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	Yes				
Longitudinal / Cross slope in Front of Ramp	2.00	%	0.70	%	
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS #	N/A	Alg Δ Grade	7.0	%	
Intersection Ramp # of #		2	2		
*Ramp Location (Use Figure Below)			04		
*Curb Ramp Type	Type 1				
*North Leg	3005	(segment)	(offset)		
*North Leg Desc.	SR	0090	0000		
*East Leg	3014	(segment)	(offset)		
*East Leg Desc.	SR	0010	0000		
*South Leg	3005	(segment)	(offset)		
*South Leg Desc.	SR	0090	0000		
*West Leg	Spring Garden	(segment)	(offset)		
*West Leg Desc.	St				

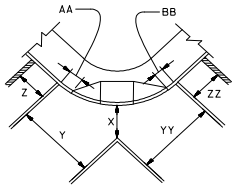


☐ 1 RAMP, 1 CROSSINGS



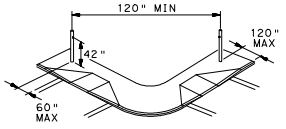
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

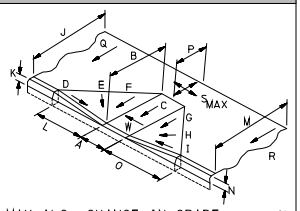
Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-3005SR-3014SR-3005SR-SpringGardenSt-2024-04-04-4-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Meets RC-67M

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

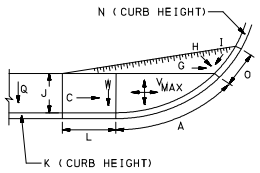
RAMP DESIGNS
RELEASED FOR CONSTRUCTION
Philadelphia Streets Dept
Nathaniel Lee
E-stamped on 4.9.2024
ADA Unit

☐ TYPE 1



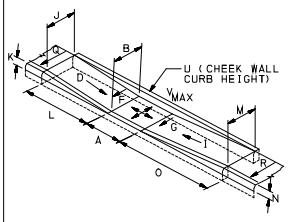
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



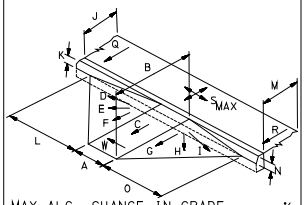
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



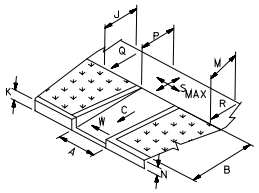
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



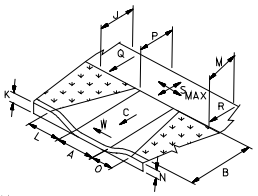
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



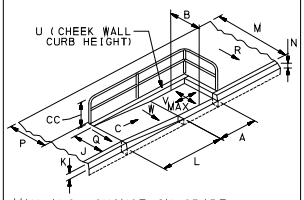
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



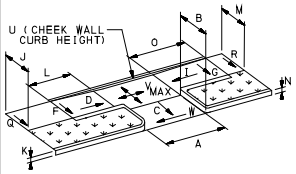
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



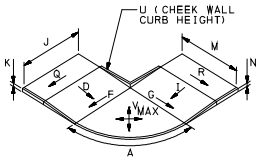
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



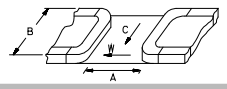
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

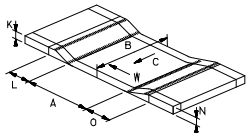
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	73	(IN)
*	C	5.30	(%)
*	D	6.80	(%)
	E	7.60	(%)
*	F	5.30	(%)
*	G	3.80	(%)
	H	4.00	(%)
*	I	3.40	(%)
*	J	154	(IN)
	K	1	(IN)
	L	24	(IN)
*	M	193	(IN)
	N	2	(IN)
	O	52	(IN)
*	P	52	(IN)
*	Q	1.90	(%)
*	R	1.80	(%)
*	S	1.10	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	174	(IN)
*	Z		(IN)
*	ZZ	150	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (1-11)

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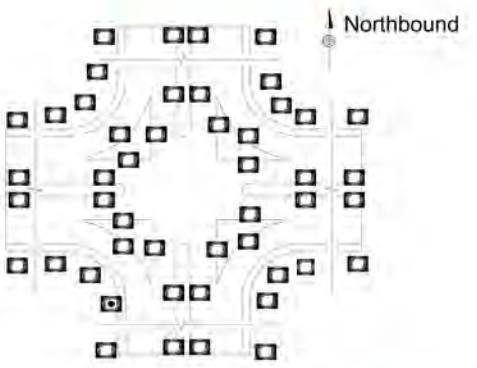
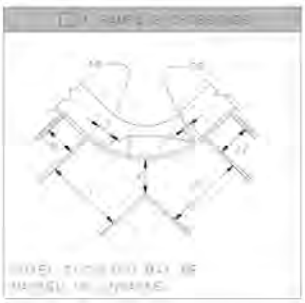
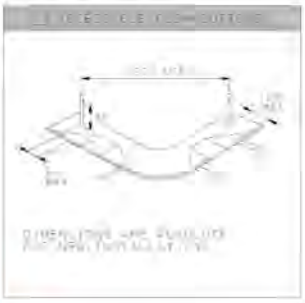
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy dd mm)	2024	04	08		
Field Investigators 1	Stefaniya Surikova				
Field Investigators 2	Meghan Sparks				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	3				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	Yes				
Longitudinal / Cross slope in Front of Ramp	3.30	%	0.60	%	
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS #	N/A	Alg Δ Grade	11.5 %		
Intersection Ramp # of #		1	2		
*Ramp Location (Use Figure Below)			17		
*Curb Ramp Type	Type 1				
*North Leg	16th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Morris	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	16th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Morris	(segment)	(offset)		
*West Leg Desc.	St				







Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-16thSt-MorrisSt-16thSt-MorrisSt-2024-04-08-17-Type1	
* Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Non-Compliant	

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DEPARTMENT OF TRANSPORTATION

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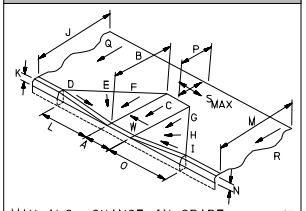
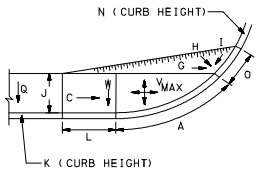
☐ TYPE 1



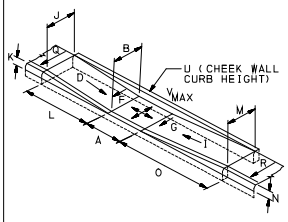
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



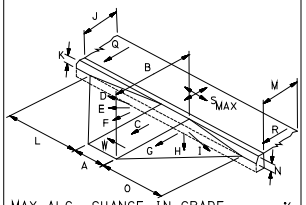
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



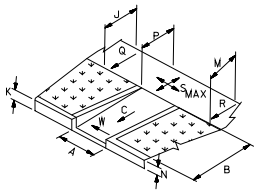
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



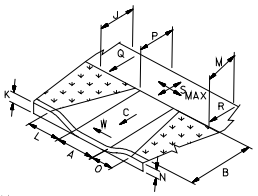
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



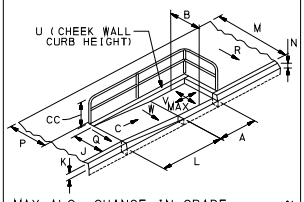
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



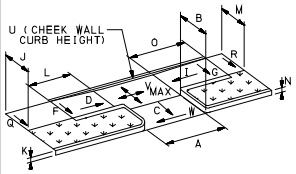
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



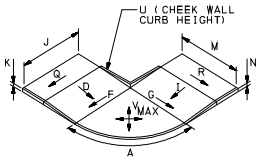
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



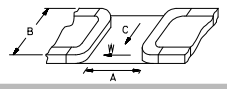
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

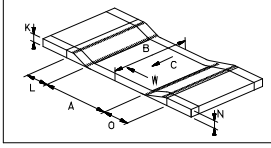
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	71	(IN)
*	C	8.30	(%)
*	D	7.40	(%)
	E	10.00	(%)
*	F	7.70	(%)
*	G	8.20	(%)
	H	8.50	(%)
*	I	5.40	(%)
*	J	142	(IN)
	K	3	(IN)
	L	36	(IN)
*	M	142	(IN)
	N	4	(IN)
	O	43	(IN)
*	P	48	(IN)
*	Q	3.80	(%)
*	R	5.70	(%)
*	S	4.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.80	(%)
*	X		(IN)
*	Y		(IN)
*	YY	118	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

The landing area slope of 4.8% exceeds the maximum slope of 2%.

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DEPARTMENT OF TRANSPORTATION

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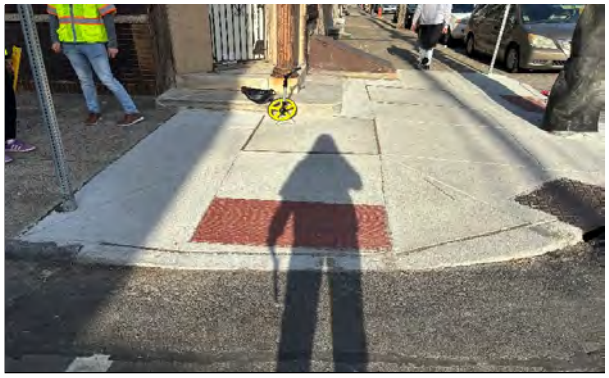
Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (1-11)

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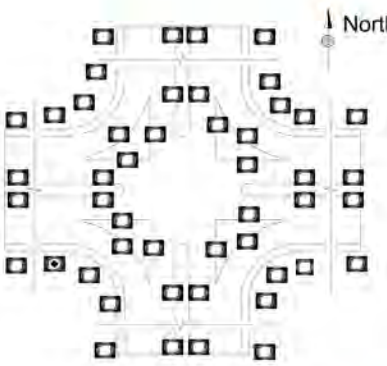
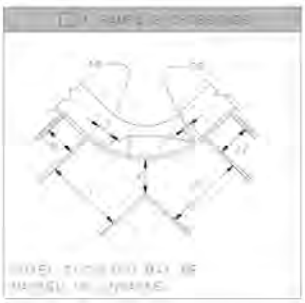
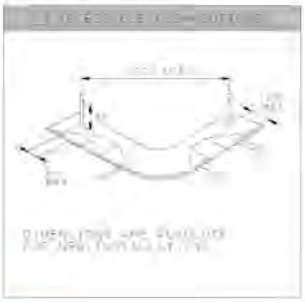
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy dd mm)	2024	04	08		
Field Investigators 1	Stefaniya Surikova				
Field Investigators 2	Meghan Sparks				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	3				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	Yes				
Longitudinal / Cross slope in Front of Ramp	5.40	%	1.40	%	
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS #	N/A	Alg Δ Grade	13.3 %		
Intersection Ramp # of #		2	2		
*Ramp Location (Use Figure Below)			19		
*Curb Ramp Type	Type 1				
*North Leg	16th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Morris	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	16th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Morris	(segment)	(offset)		
*West Leg Desc.	St				







Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-16thSt-MorrisSt-16thSt-MorrisSt-2024-04-08-19-Type1	
* Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Non-Compliant	

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DEPARTMENT OF TRANSPORTATION

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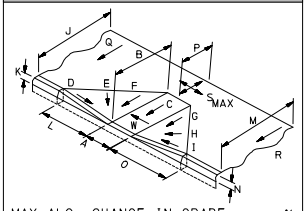
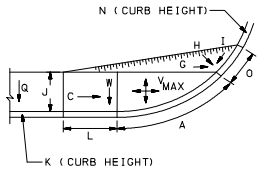
☐ TYPE 1



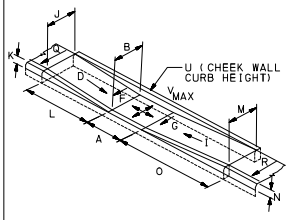
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



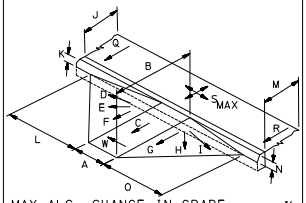
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



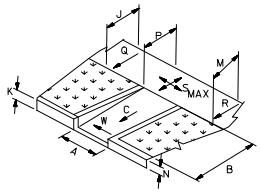
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



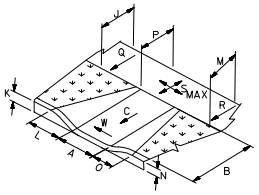
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



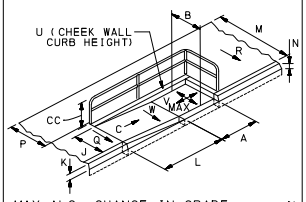
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



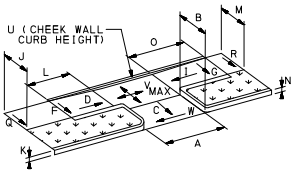
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



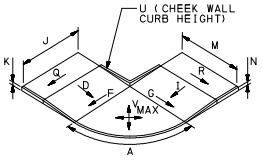
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



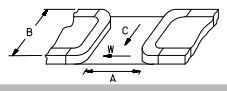
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

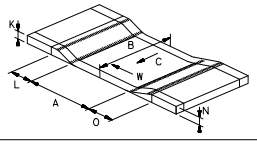
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	52	(IN)
*	C	7.90	(%)
*	D	3.10	(%)
	E	8.10	(%)
*	F	9.30	(%)
*	G	6.40	(%)
	H	10.70	(%)
*	I	9.10	(%)
*	J	142	(IN)
	K	1	(IN)
	L	24	(IN)
*	M	142	(IN)
	N	2	(IN)
	O	36	(IN)
*	P	48	(IN)
*	Q	7.00	(%)
*	R	5.30	(%)
*	S	5.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.80	(%)
*	X		(IN)
*	Y		(IN)
*	YY	114	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

The landing area slope of 5.2% exceeds the maximum slope of 2%; roadway longitudinal slope of 5.4% exceeds the 5% maximum.

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 2

Insert Picture 3

Insert Picture 4

Insert Picture 5

Insert Picture 6

CS-4401 (1-11)

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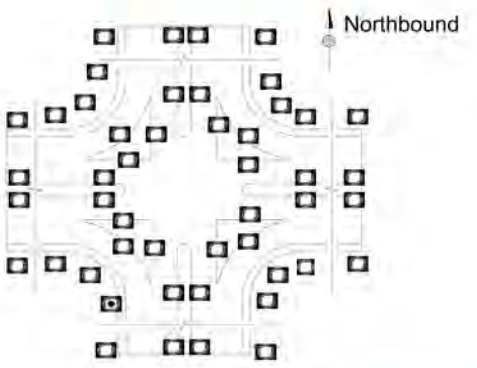
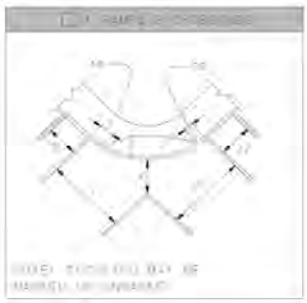
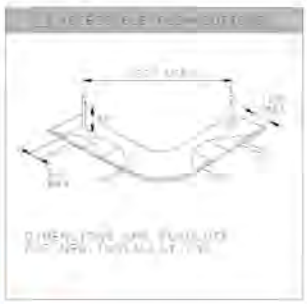
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy dd mm)	2023	12	06		
Field Investigators 1	Lauren Kujawa				
Field Investigators 2	Stefaniya Surikova				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	3				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	Yes				
Longitudinal / Cross slope in Front of Ramp	2.40	%	0.20	%	
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS #	N/A	Alg Δ Grade	9.9	%	
Intersection Ramp # of #		1	2		
*Ramp Location (Use Figure Below)			17		
*Curb Ramp Type	Type 1				
*North Leg	16th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Tasker	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	16th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Tasker	(segment)	(offset)		
*West Leg Desc.	St				







Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-16thSt-TaskerSt-16thSt-TaskerSt-2023-12-06-17-Type1	
* Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Non-Compliant	

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DEPARTMENT OF TRANSPORTATION

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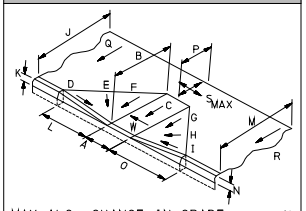
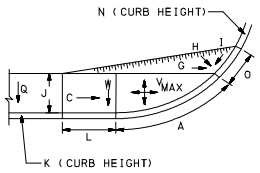
☐ TYPE 1



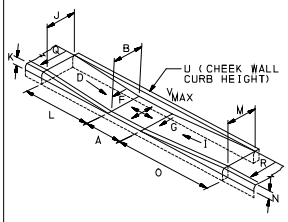
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



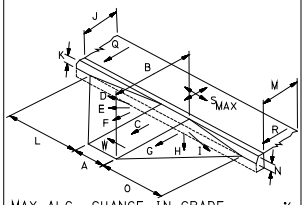
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



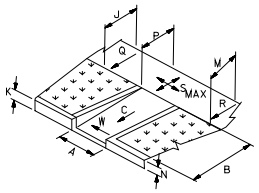
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



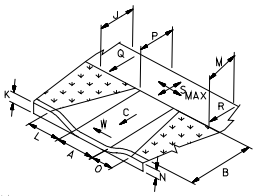
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



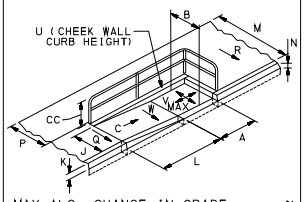
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



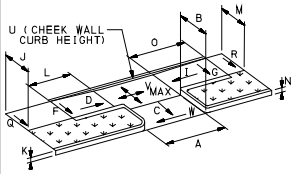
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



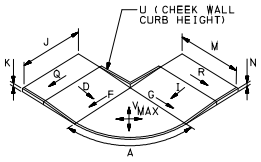
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



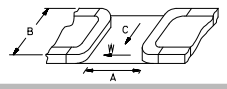
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

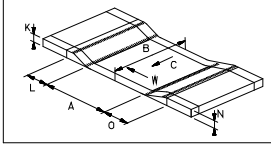
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	90	(IN)
*	C	8.30	(%)
*	D	4.70	(%)
	E	5.00	(%)
*	F	7.80	(%)
*	G	8.30	(%)
	H	6.30	(%)
*	I	5.60	(%)
*	J	138	(IN)
	K	4	(IN)
	L	48	(IN)
*	M	150	(IN)
	N	4	(IN)
	O	36	(IN)
*	P	98	(IN)
*	Q	6.70	(%)
*	R	6.20	(%)
*	S	8.10	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	200	(IN)
*	Z		(IN)
*	ZZ	55	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

The ramp turning space slope, S, of 8.10% is greater than the 2.00% maximum.

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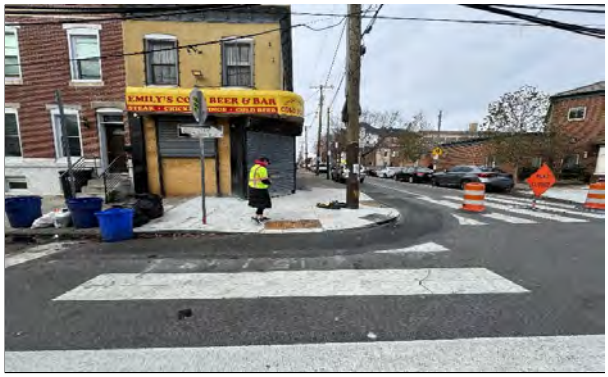
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (1-11)

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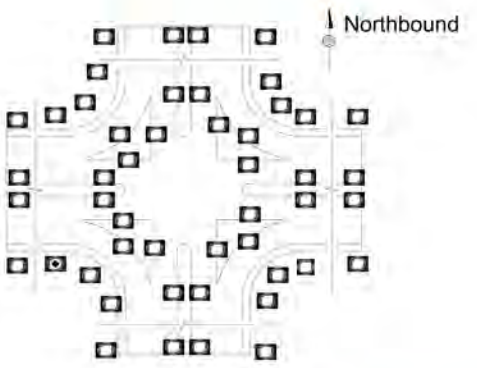
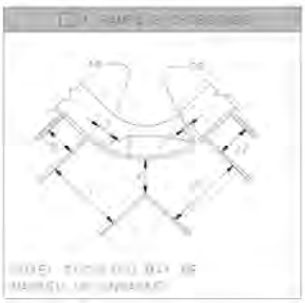
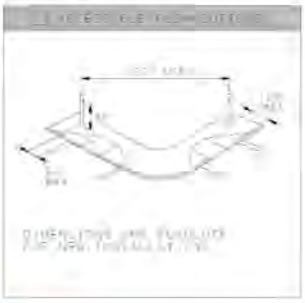
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy dd mm)	2023	12	06		
Field Investigators 1	Lauren Kujawa				
Field Investigators 2	Stefaniya Surikova				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	3				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	Yes				
Longitudinal / Cross slope in Front of Ramp	6.70	%	0.60	%	
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS #	N/A	Alg Δ Grade	11.8 %		
Intersection Ramp # of #		2	2		
*Ramp Location (Use Figure Below)			19		
*Curb Ramp Type		Type 1			
*North Leg	16th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Tasker	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	16th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Tasker	(segment)	(offset)		
*West Leg Desc.	St				







Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-16thSt-TaskerSt-16thSt-TaskerSt-2023-12-06-19-Type1	
* Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Non-Compliant	

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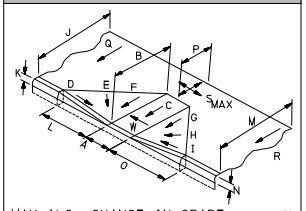
DEPARTMENT OF TRANSPORTATION

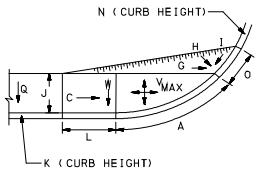
See the last tab of this workbook for instructions

☐ TYPE 1



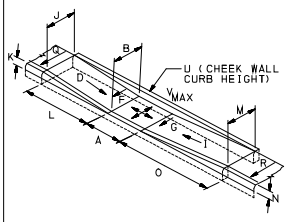
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



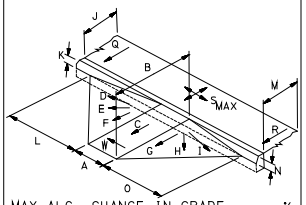
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



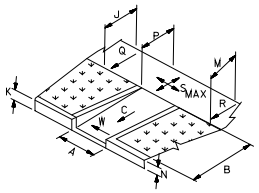
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



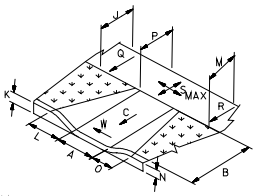
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



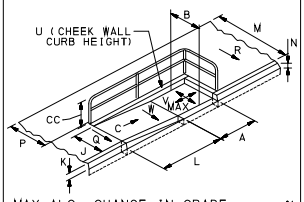
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



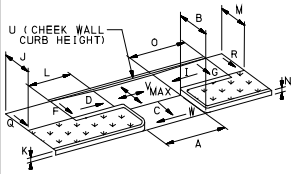
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



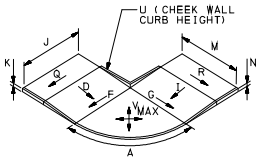
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



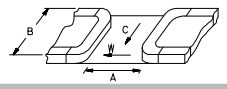
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

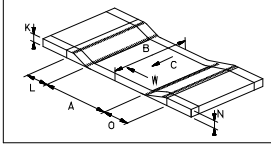
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	74	(IN)
*	C	14.20	(%)
*	D	7.90	(%)
	E	13.00	(%)
*	F	14.00	(%)
*	G	14.20	(%)
	H	12.50	(%)
*	I	9.80	(%)
*	J	138	(IN)
	K	3	(IN)
	L	48	(IN)
*	M	150	(IN)
	N	5	(IN)
	O	54	(IN)
*	P	48	(IN)
*	Q	6.70	(%)
*	R	6.20	(%)
*	S	8.10	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	200	(IN)
*	Z		(IN)
*	ZZ	55	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

The ramp slope, C, of 14.2 is greater than 8.33% maximum; and the ramp turning space slope, S, of 8.10% is greater than the 2.00% maximum.

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DEPARTMENT OF TRANSPORTATION

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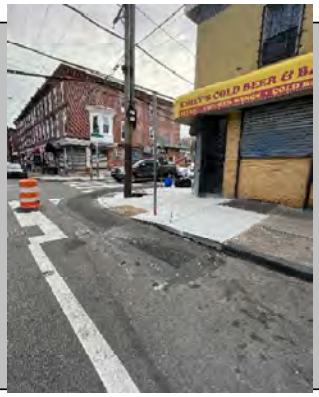

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (1-11)

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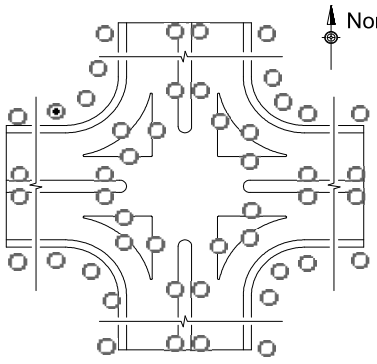
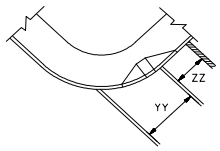
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy dd mm)	2024	04	08		
Field Investigators 1	Stefaniya Surikova				
Field Investigators 2	Meghan Sparks				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	3				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	Yes				
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.40	%	
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS #	N/A	Alg Δ Grade	3.7	%	
Intersection Ramp # of #		1	2		
*Ramp Location (Use Figure Below)			02		
*Curb Ramp Type	Type 2				
*North Leg	73rd	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg		(segment)	(offset)		
*East Leg Desc.					
*South Leg	73rd	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Bunting	(segment)	(offset)		
*West Leg Desc.	Pl				

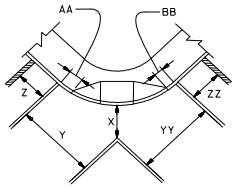


☐ 1 RAMP, 1 CROSSINGS



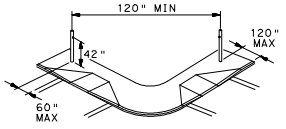
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-73rdSt-73rdSt-BuntingPl-2024-04-08-2-Type2	
* Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	

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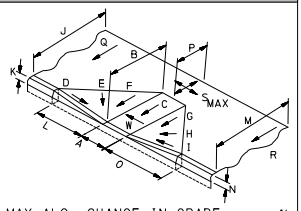
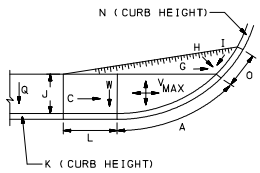
☐ TYPE 1



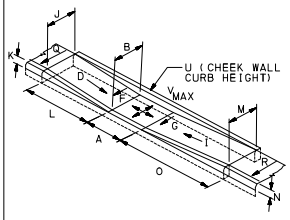
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



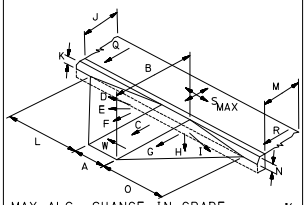
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



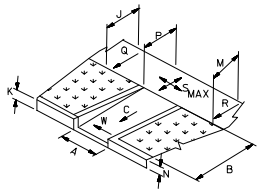
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



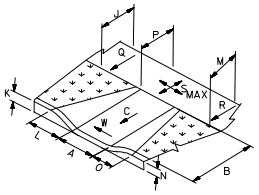
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



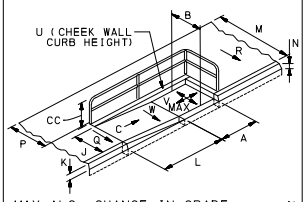
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



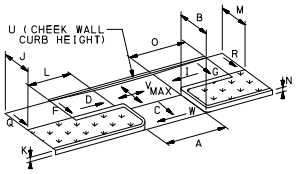
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



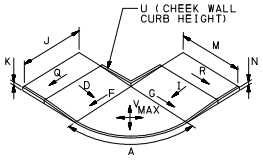
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



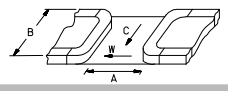
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

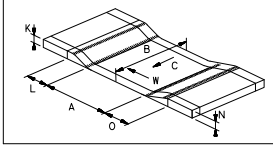
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	60	(IN)
*	B	60	(IN)
*	C		(%)
*	D	8.30	(%)
	E		(%)
*	F	2.00	(%)
*	G	0.80	(%)
	H		(%)
*	I	8.30	(%)
*	J	86	(IN)
	K	6	(IN)
	L	142	(IN)
*	M	60	(IN)
	N	4	(IN)
	O	150	(IN)
*	P		(IN)
*	Q	1.90	(%)
*	R	2.90	(%)
*	S	1.80	(%)
	T		(IN)
	U	7	(IN)
*	V	1.80	(%)
*	W		(%)
*	X		(IN)
*	Y		(IN)
*	YY	134	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (1-11)

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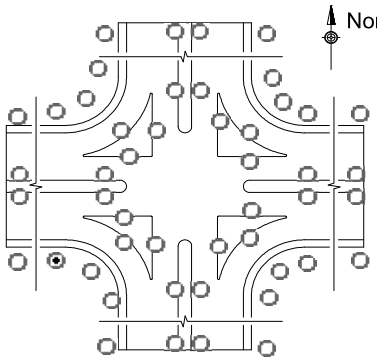
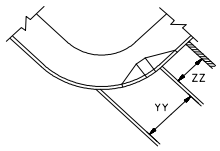
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy dd mm)	2024	04	08		
Field Investigators 1	Stefaniya Surikova				
Field Investigators 2	Meghan Sparks				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	3				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	Yes				
Longitudinal / Cross slope in Front of Ramp	6.80	%	1.80	%	
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS #	N/A	Alg Δ Grade	12.0	%	
Intersection Ramp # of #		2	2		
*Ramp Location (Use Figure Below)			19		
*Curb Ramp Type	Type 1				
*North Leg	73rd	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg		(segment)	(offset)		
*East Leg Desc.					
*South Leg	73rd	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Bunting	(segment)	(offset)		
*West Leg Desc.	Pl				

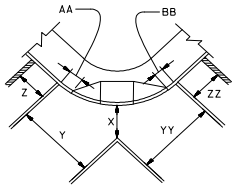


☐ 1 RAMP, 1 CROSSINGS



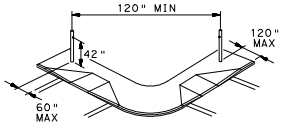
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-73rdSt-73rdSt-BuntingPl-2024-04-08-19-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Non-Compliant

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DEPARTMENT OF TRANSPORTATION

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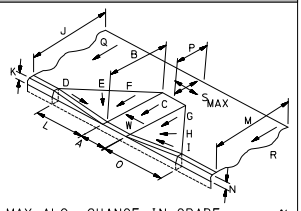
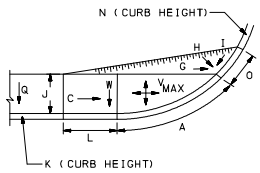
☐ TYPE 1



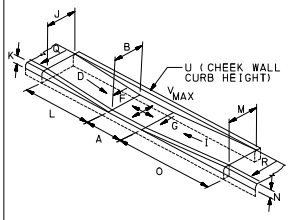
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



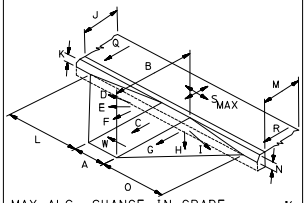
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



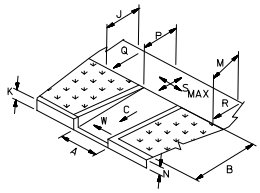
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



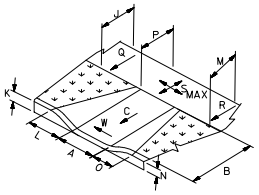
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



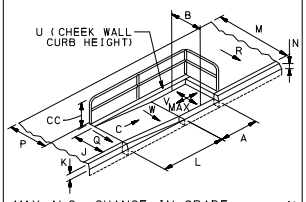
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



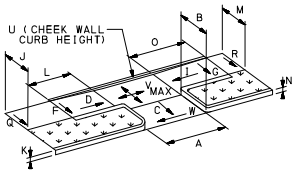
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



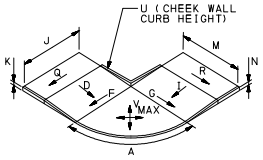
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



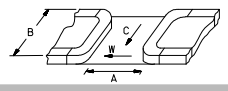
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

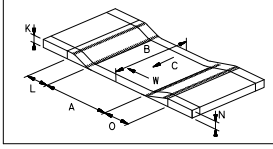
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	40	(IN)
*	C	7.20	(%)
*	D	4.20	(%)
	E	5.70	(%)
*	F	5.50	(%)
*	G	5.70	(%)
	H	7.40	(%)
*	I	6.40	(%)
*	J	48	(IN)
	K	4	(IN)
	L	71	(IN)
*	M	48	(IN)
	N	5	(IN)
	O	71	(IN)
*	P	48	(IN)
*	Q	2.10	(%)
*	R	1.80	(%)
*	S	1.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
*	Y		(IN)
*	YY	122	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

Longitudinal slope in front of the ramp of 6.8% exeeds maximum of 5.0%.

C-06-101-60000-73rdSt-73rdSt-BuntingPl-2024-04-08-19-Type1

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (1-11)

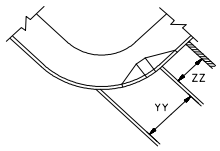
pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy dd mm)	2024	04	08	
Field Investigators 1	Stefaniya Surikova			
Field Investigators 2	Meghan Sparks			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	3			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Poly Comp			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	Yes			
Longitudinal / Cross slope in Front of Ramp	3.80 %		3.30 %	
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

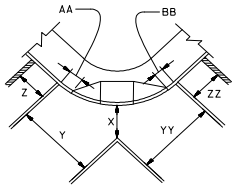
ECMS #	N/A	Alg Δ Grade	15.4 %	
Intersection Ramp # of #		1	2	
*Ramp Location (Use Figure Below)			02	
*Curb Ramp Type	Type 1			
*North Leg	73rd	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg		(segment)	(offset)	
*East Leg Desc.				
*South Leg	73rd	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Kinglet	(segment)	(offset)	
*West Leg Desc.	Pl			

☐ 1 RAMP, 1 CROSSINGS



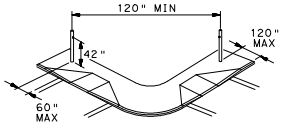
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS

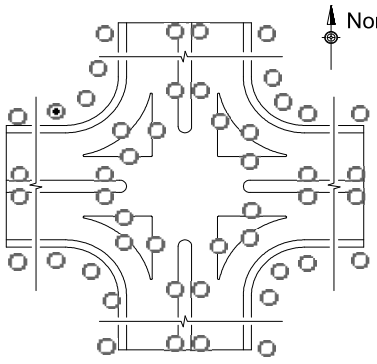


NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS



Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-73rdSt-73rdSt-KingletPl-2024-04-08-2-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Non-Compliant

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DEPARTMENT OF TRANSPORTATION

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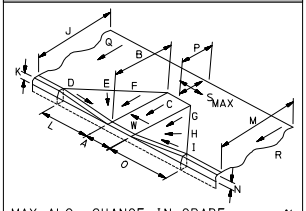
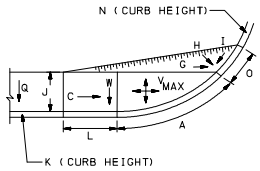
☐ TYPE 1



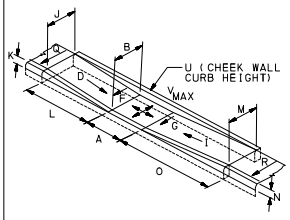
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



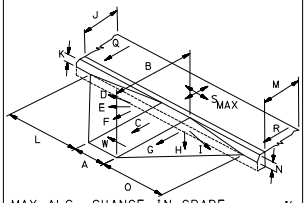
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



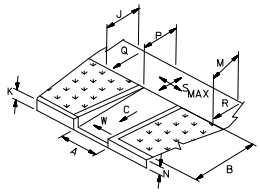
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



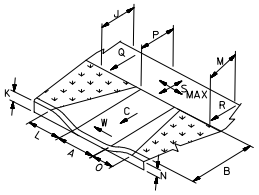
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



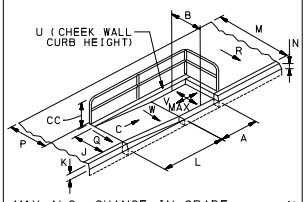
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



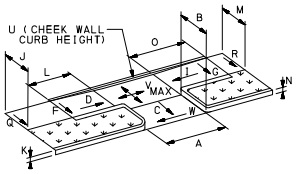
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



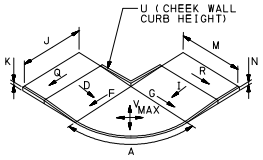
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



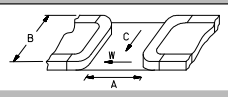
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

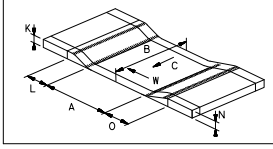
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	24	(IN)
*	C	11.60	(%)
*	D	13.20	(%)
	E	13.40	(%)
*	F	8.40	(%)
*	G	11.30	(%)
	H	12.00	(%)
*	I	12.10	(%)
*	J	48	(IN)
	K	4	(IN)
	L	24	(IN)
*	M	146	(IN)
	N	3	(IN)
	O	40	(IN)
*	P	48	(IN)
*	Q	4.50	(%)
*	R	2.00	(%)
*	S	4.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	3.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	150	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

Algebraic grade change exceeds 13.3% maximum; ramp slope exceeds 8.33% maximum; left flare slope of 13.2% exceeds maximum 10%; right flare slope of 12.1% exceeds maximum 10%; landing area slope of 4.2% exceeds maximum 2%; ramp cross slope of 4.2% exceeds maximum 2%.

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 2

Insert Picture 3

Insert Picture 4

Insert Picture 5

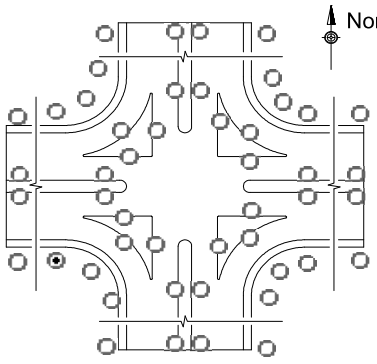
Insert Picture 6

CS-4401 (1-11)

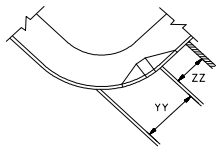
pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy dd mm)	2024	04	08		
Field Investigators 1	Stefaniya Surikova				
Field Investigators 2	Meghan Sparks				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	3				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	Yes				
Longitudinal / Cross slope in Front of Ramp	8.20	%	1.20	%	
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS #	N/A	Alg Δ Grade	12.5	%	
Intersection Ramp # of #		2	2		
*Ramp Location (Use Figure Below)			19		
*Curb Ramp Type	Type 1				
*North Leg	73rd	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg		(segment)	(offset)		
*East Leg Desc.					
*South Leg	73rd	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Kinglet	(segment)	(offset)		
*West Leg Desc.	Pl				

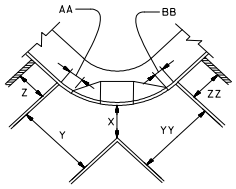


☐ 1 RAMP, 1 CROSSINGS



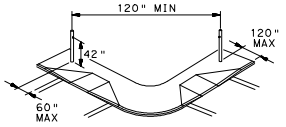
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



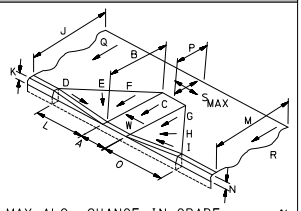
DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A
Sketch Used To Collect Field Information	No
Asset # (auto)	C-06-101-60000-73rdSt-73rdSt-KingletPl-2024-04-08-19-Type1
* Status	Current
Archive Ramp at location #:	N/A
Level of Service	Non-Compliant

pennsylvania
DEPARTMENT OF TRANSPORTATION

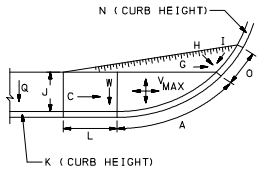
See the last tab of this workbook for instructions

☐ TYPE 1



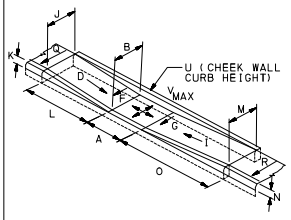
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



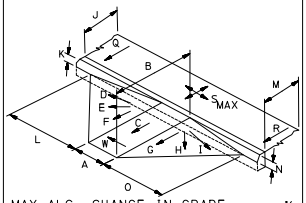
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



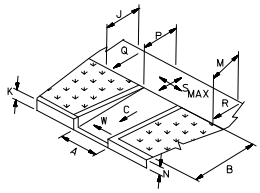
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



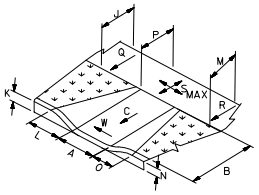
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



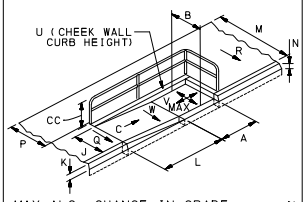
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



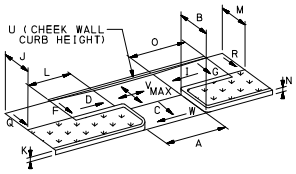
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



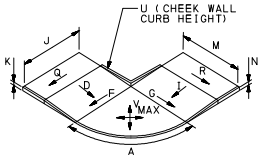
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



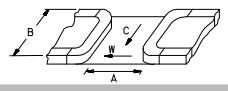
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

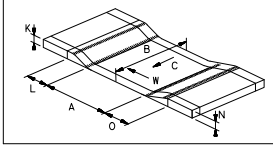
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	24	(IN)
*	C	4.30	(%)
*	D	8.90	(%)
	E	7.60	(%)
*	F	3.00	(%)
*	G	3.30	(%)
	H	5.20	(%)
*	I	11.00	(%)
*	J	60	(IN)
	K	4	(IN)
	L	55	(IN)
*	M	48	(IN)
	N	4	(IN)
	O	36	(IN)
*	P	48	(IN)
*	Q	0.60	(%)
*	R	0.40	(%)
*	S	1.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.60	(%)
*	X		(IN)
*	Y		(IN)
*	YY	150	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

Longitudinal slope of 8.2% exceeds maximum 5.0%; right flare slope of 11.0% exceeds maximum 10.0%

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (1-11)

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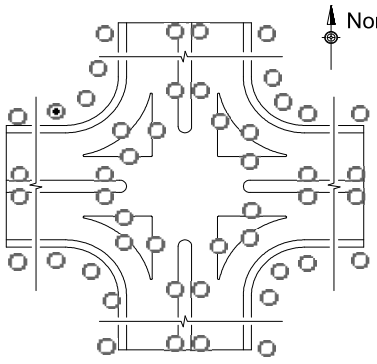
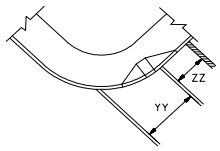
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy dd mm)	2024	04	08		
Field Investigators 1	Stefaniya Surikova				
Field Investigators 2	Meghan Sparks				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	3				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Poly Comp				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	Yes				
Longitudinal / Cross slope in Front of Ramp	3.60	%	0.00	%	
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS #	N/A	Alg Δ Grade	10.0	%	
Intersection Ramp # of #		1	1		
*Ramp Location (Use Figure Below)			02		
*Curb Ramp Type	Type 1				
*North Leg	73rd	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg		(segment)	(offset)		
*East Leg Desc.					
*South Leg	73rd	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Meadow Lark	(segment)	(offset)		
*West Leg Desc.	Pl				

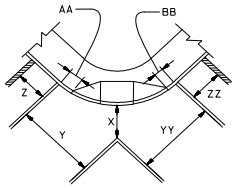


☐ 1 RAMP, 1 CROSSINGS



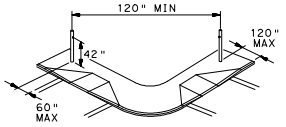
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	No	
Asset # (auto)	C-06-101-60000-73rdSt-73rdSt-MeadowLarkPl-2024-04-08-2-Type1	
* Status	Current	
Archive Ramp at location #:	N/A	
Level of Service	Meets RC-67M	

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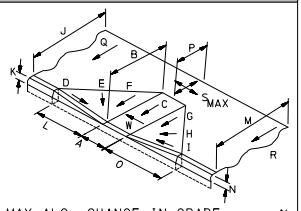
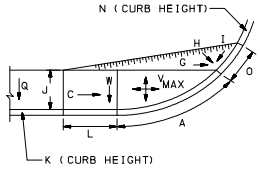
☐ TYPE 1



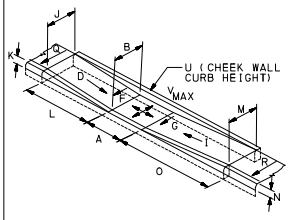
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



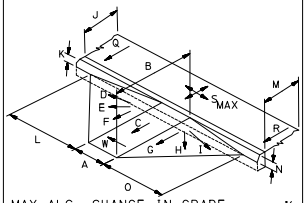
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



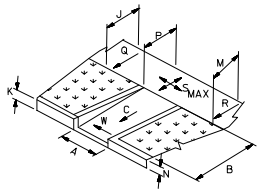
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



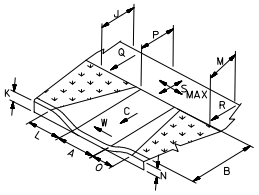
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



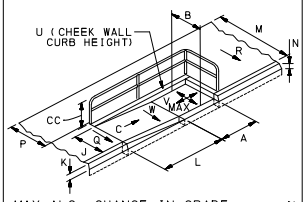
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



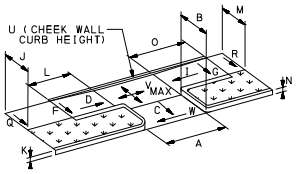
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



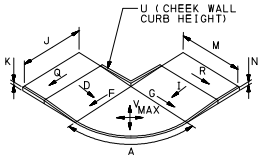
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



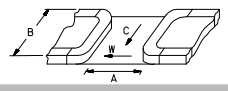
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

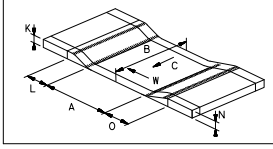
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	55	(IN)
*	C	7.20	(%)
*	D	3.80	(%)
	E	3.90	(%)
*	F	5.80	(%)
*	G	-999.00	(%)
	H	-999.00	(%)
*	I	-999.00	(%)
*	J	48	(IN)
	K	1	(IN)
	L	55	(IN)
*	M	60	(IN)
	N	7	(IN)
	O	43	(IN)
*	P	48	(IN)
*	Q	2.40	(%)
*	R	1.70	(%)
*	S	1.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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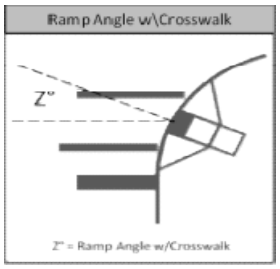
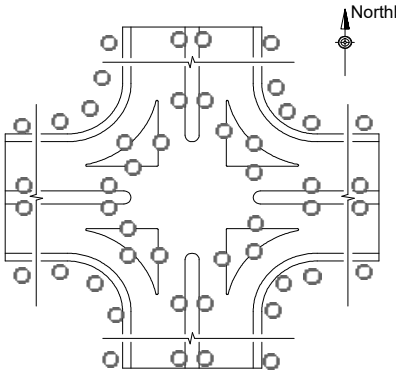
DEPARTMENT OF TRANSPORTATION

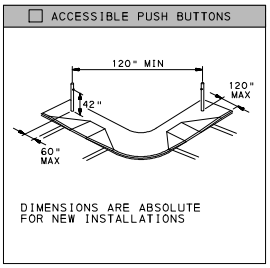
CHEROKEE ST & W UPSAL ST, PennDOT Location ID # 2

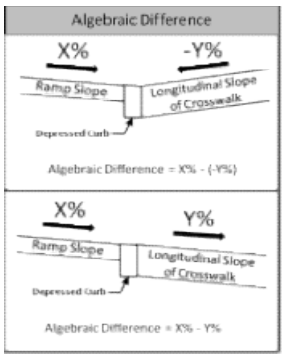
*Date of Design (yyyy mm dd)	2023	10	04			
Designer 1	Brian Donahue TOny DePaul & Son					
Designer 2	BTD TDPS					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	4					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.10	%	1.60	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		17	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	6.6			
Intersection Ramp # of #	1	1				
*Ramp Location (Use Figure Below)		02				
*Curb Ramp Type	Type 1					

*North Leg	CHEROKEE	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-CHEROKEESt-2023-10-04-2-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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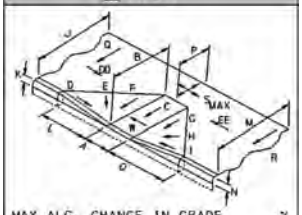
DEPARTMENT OF TRANSPORTATION

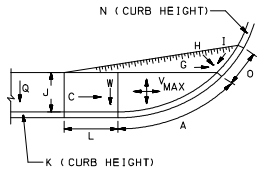
CHEROKEE ST & W UPSAL ST, PennDOT
Location ID # 2

☐ TYPE 1



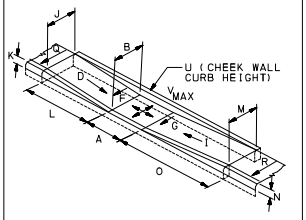
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



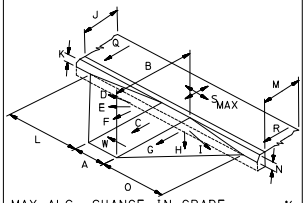
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



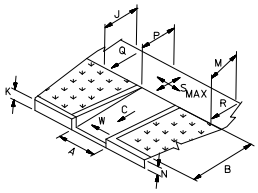
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



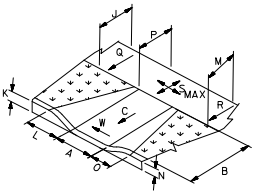
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



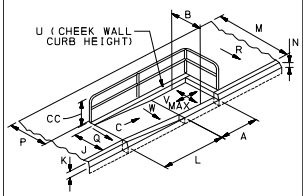
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



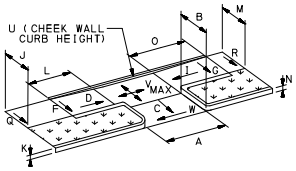
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



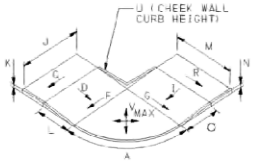
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



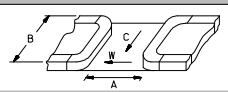
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

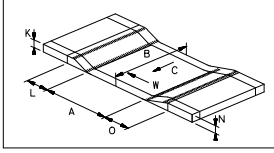
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	24	(IN)
*	C	4.50	(%)
*	D	0.80	(%)
	E	2.50	(%)
*	F	3.60	(%)
*	G	3.70	(%)
	H	5.70	(%)
*	I	8.00	(%)
*	J	60	(IN)
	K	3	(IN)
	L	36	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	38	(IN)
*	P	52	(IN)
*	Q	1.30	(%)
*	R	2.30	(%)
*	S	1.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.80	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	5.00	(%)
*	EE	6.10	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments ▲

pennsylvania
DEPARTMENT OF TRANSPORTATION

CHEROKEE ST & W UPSAL ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

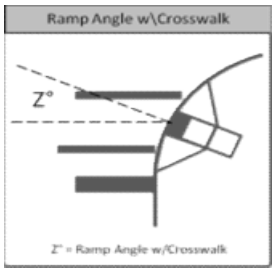
Insert Picture 3

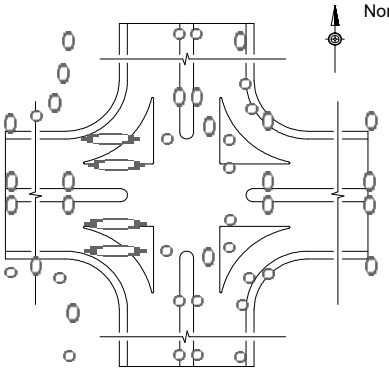
Insert Picture 6

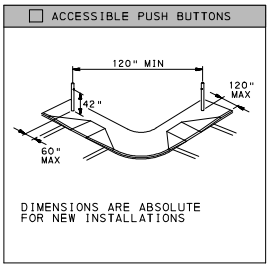
pennsylvania DEPARTMENT OF TRANSPORTATION

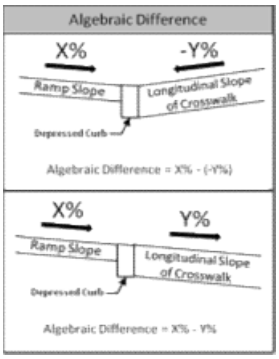
CHEROKEE ST & W UPSAL ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2023	09	12		
Designer 1	Brian Donahue Tony DePaul & Son				
Designer 2	BD TDPS				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	4				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.40	%	0.40	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		15	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	11.5		
Intersection Ramp # of #	1	2			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				
*North Leg	W UPSAL	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	CHEROKEE	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	W UPSAL	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	CHEROKEE	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







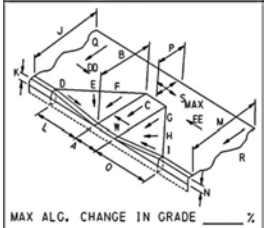


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-WUPSALSt-CHEROKEESt-WUPSALSt-CHEROKEESt-2023-09-12-4-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

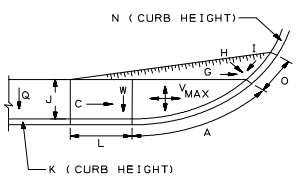
CHEROKEE ST & W UPSAL ST, PennDOT
Location ID # 4

☐ TYPE 1



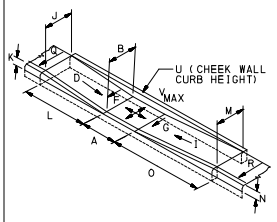
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



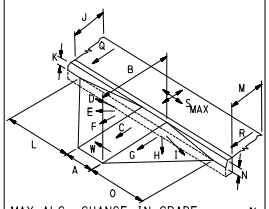
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



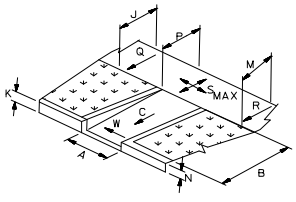
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



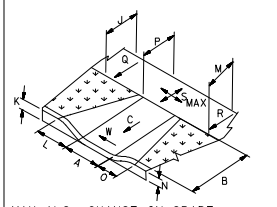
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



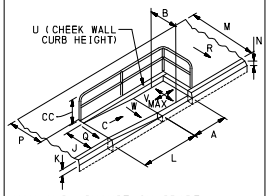
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



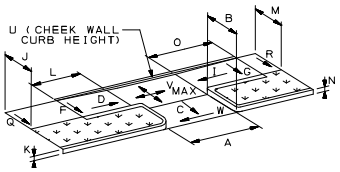
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



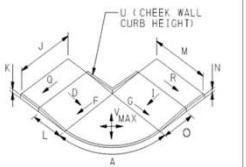
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



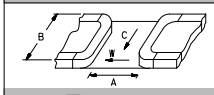
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

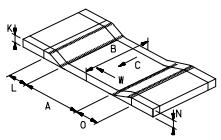
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	32	(IN)
*	C	6.30	(%)
*	D	7.70	(%)
	E	4.60	(%)
*	F	5.50	(%)
*	G	4.80	(%)
	H	2.90	(%)
*	I	2.80	(%)
*	J	60	(IN)
	K	3	(IN)
	L	48	(IN)
*	M	48	(IN)
	N	5	(IN)
	O	52	(IN)
*	P	51	(IN)
*	Q	1.30	(%)
*	R	2.30	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	5.00	(%)
*	EE	6.10	(%)

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	1.70	(%)

Comments

C-06-101-60000-WUPSALSt-CHEROKEESt-WUPSALSt-CHEROKEESt-2023-09-12-4-Type1

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DEPARTMENT OF TRANSPORTATION

CHEROKEE ST & W UPSAL ST, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

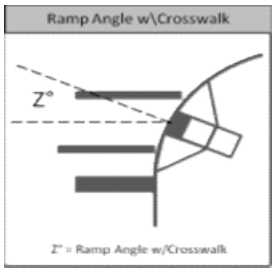
Insert Picture 3

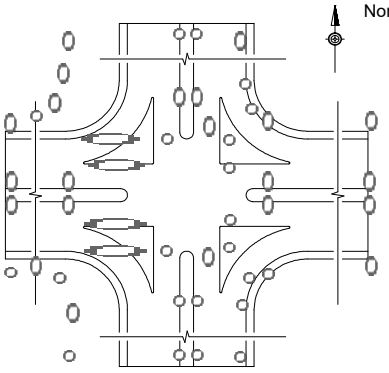
Insert Picture 6

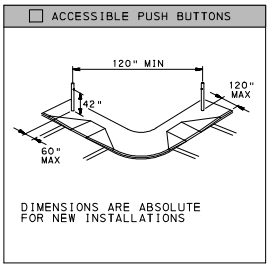
pennsylvania DEPARTMENT OF TRANSPORTATION

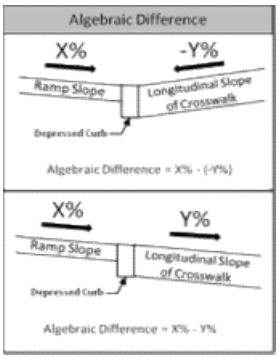
LIMEKILN PIKE & MIDDLETON ST, PennDOT
Location ID # 17

*Date of Design (yyyy mm dd)	2023	09	14		
Designer 1	Brian Donahue Tony DePaul & Son				
Designer 2	BD TDPS				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	4				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	2.40	%	0.10	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		17	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	8.4		
Intersection Ramp # of #	1	1			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 1				
*North Leg	LIMEKILN	(segment)	(offset)		
*North Leg Desc.	Other				
*East Leg	MIDDLETON	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	LIMEKILN	(segment)	(offset)		
*South Leg Desc.	Other				
*West Leg	MIDDLETON	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







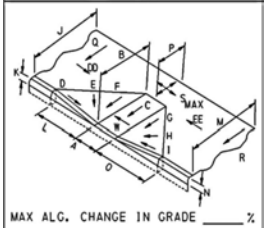


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-LIMEKILNOther-MIDDLETONSt-LIMEKILNOther-MIDDLETONSt-2023-09-14-17-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

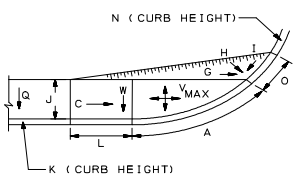
LIMEKILN PIKE & MIDDLETON ST, PennDOT
Location ID # 17

☐ TYPE 1



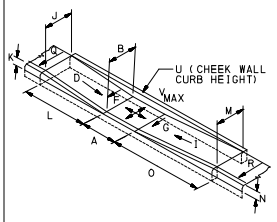
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



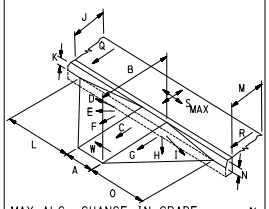
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



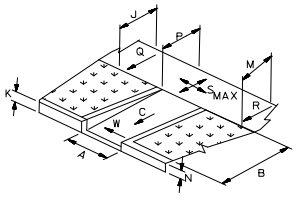
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



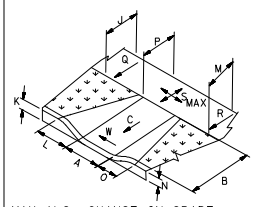
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



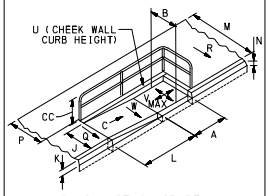
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



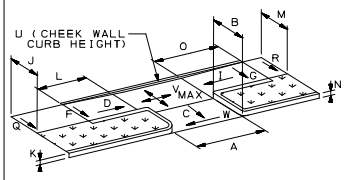
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



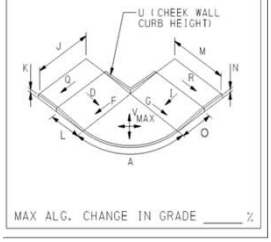
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



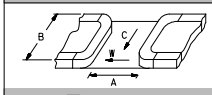
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

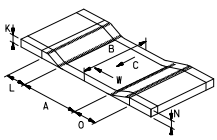
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	31	(IN)
*	C	6.00	(%)
*	D	0.90	(%)
	E	4.00	(%)
*	F	4.40	(%)
*	G	6.50	(%)
	H	7.00	(%)
*	I	6.50	(%)
*	J	58	(IN)
	K	2	(IN)
	L	42	(IN)
*	M	63	(IN)
	N	3	(IN)
	O	39	(IN)
*	P	54	(IN)
*	Q	1.20	(%)
*	R	1.00	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.50	(%)
*	X		(IN)
*	Y		(IN)
*	YY	150	(IN)
*	Z		(IN)
*	ZZ	96	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	4.50	(%)
*	EE	3.50	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments

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DEPARTMENT OF TRANSPORTATION

LIMEKILN PIKE & MIDDLETON ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

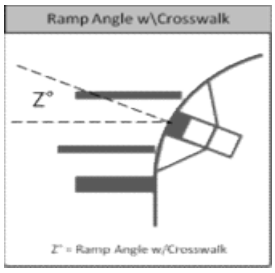
Insert Picture 3

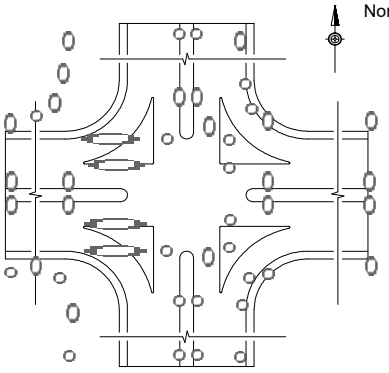
Insert Picture 6

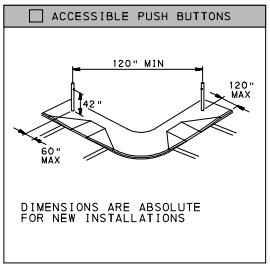
pennsylvania DEPARTMENT OF TRANSPORTATION

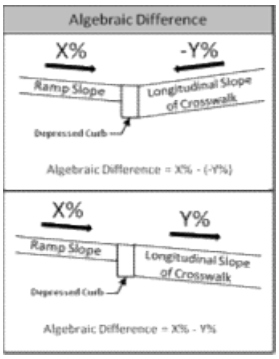
LIMEKILN PIKE & MIDDLETON ST, PennDOT
Location ID # 19

*Date of Design (yyyy mm dd)	2023	09	14		
Designer 1	Brian Donahue Tony DePaul & Son				
Designer 2	BD TDPS				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	4				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	2.50	%	2.00	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		17	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	7.3		
Intersection Ramp # of #	1	1			
*Ramp Location (Use Figure Below)		19			
*Curb Ramp Type	Type 1				
*North Leg	LIMEKILN	(segment)	(offset)		
*North Leg Desc.	Other				
*East Leg	MIDDLETON	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	LIMEKILN	(segment)	(offset)		
*South Leg Desc.	Other				
*West Leg	MIDDLETON	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







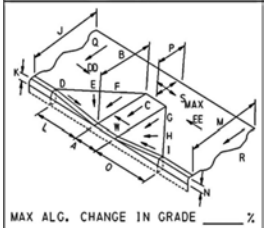


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-LIMEKILNOther-MIDDLETONSt-LIMEKILNOther-MIDDLETONSt-2023-09-14-19-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

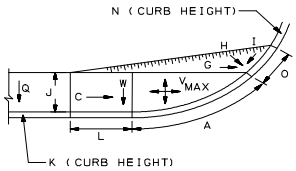
LIMEKILN PIKE & MIDDLETON ST, PennDOT
Location ID # 19

☐ TYPE 1



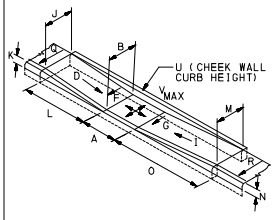
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



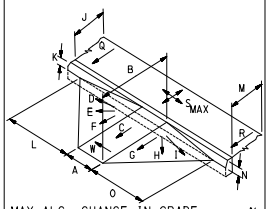
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



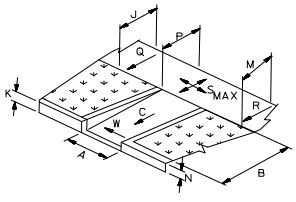
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



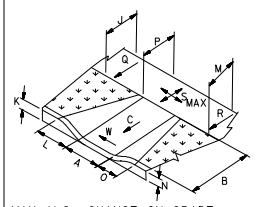
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



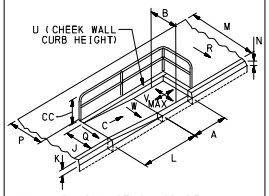
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



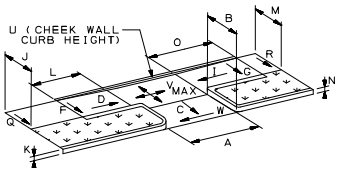
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



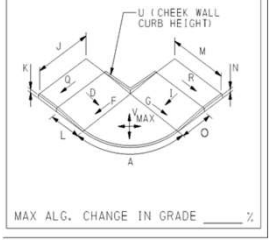
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



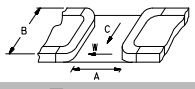
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

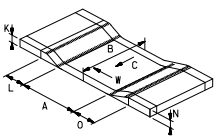
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	27	(IN)
*	C	3.80	(%)
*	D	1.20	(%)
	E	1.70	(%)
*	F	4.20	(%)
*	G	4.00	(%)
	H	5.00	(%)
*	I	4.40	(%)
*	J	58	(IN)
	K	3	(IN)
	L	42	(IN)
*	M	63	(IN)
	N	3	(IN)
	O	41	(IN)
*	P	60	(IN)
*	Q	1.20	(%)
*	R	1.00	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.70	(%)
*	X		(IN)
*	Y		(IN)
*	YY	150	(IN)
*	Z		(IN)
*	ZZ	96	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	4.50	(%)
*	EE	3.50	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments

C-06-101-60000-LIMEKILNOther-MIDDLETONSt-LIMEKILNOther-MIDDLETONSt-2023-09-14-19-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

LIMEKILN PIKE & MIDDLETON ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

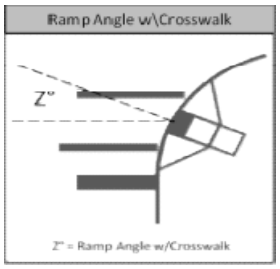
Insert Picture 3

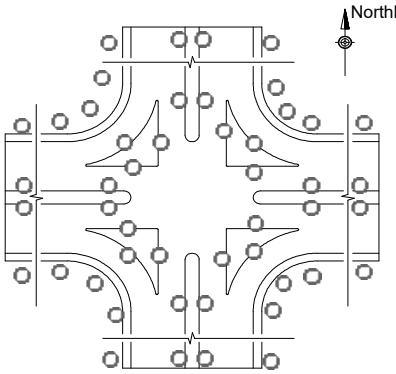
Insert Picture 6

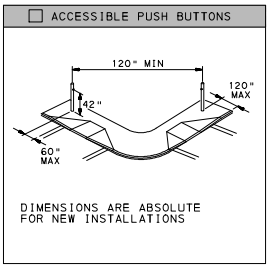
pennsylvania
DEPARTMENT OF TRANSPORTATION

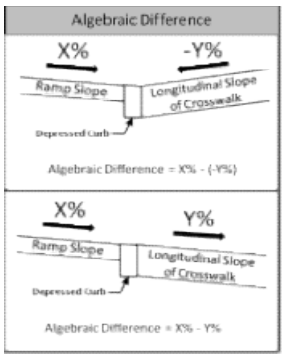
E GOWEN AVE & MICHENER AVE, PennDOT
Location ID # 14

*Date of Design (yyyy mm dd)	2023	09	05			
Designer 1	Brian Donahue Tony DePaul & Son					
Designer 2	BD TDPS					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	4					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.40	%	0.40	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		17	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.9			
Intersection Ramp # of #	1	1				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					
*North Leg	MICHENER	(segment)	(offset)			
*North Leg Desc.	Ave					
*East Leg	E GOWEN	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	MICHENER	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	E GOWEN	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







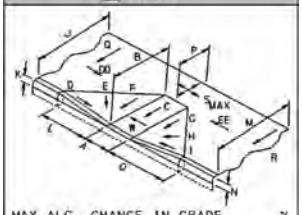


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-MICHENERAve-EGOWENAve-MICHENERAve-EGOWENAve-2023-09-05-14-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania
DEPARTMENT OF TRANSPORTATION

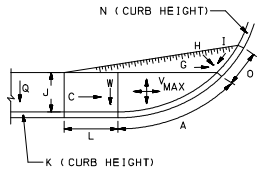
E GOWEN AVE & MICHENER AVE, PennDOT
Location ID # 14

☐ TYPE 1



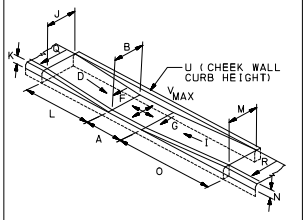
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



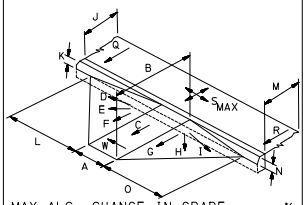
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



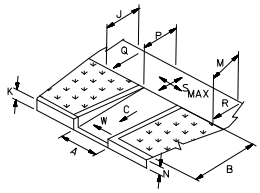
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



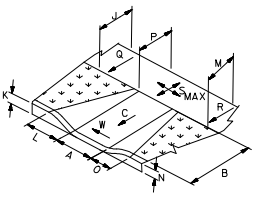
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



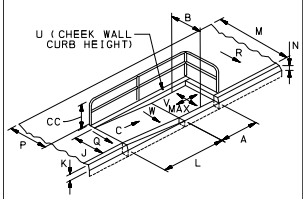
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



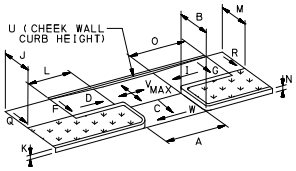
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



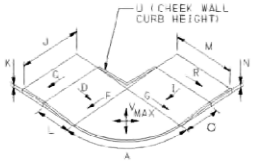
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



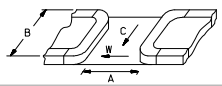
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

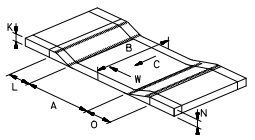
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	27	(IN)
*	C	4.50	(%)
*	D	1.90	(%)
	E	2.60	(%)
*	F	4.80	(%)
*	G	5.00	(%)
	H	2.70	(%)
*	I	2.10	(%)
*	J	62	(IN)
	K	2	(IN)
	L	41	(IN)
*	M	57	(IN)
	N	2	(IN)
	O	31	(IN)
*	P	63	(IN)
*	Q	0.90	(%)
*	R	0.90	(%)
*	S	1.10	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	150	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.50	(%)
*	EE	0.40	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

C-06-101-60000-MICHENERAve-EGOWENAve-MICHENERAve-EGOWENAve-2023-09-05-14-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

E GOWEN AVE & MICHENER AVE, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

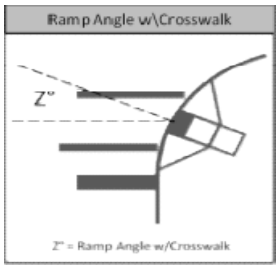
Insert Picture 3

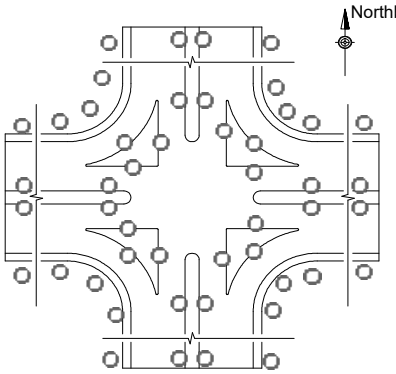
Insert Picture 6

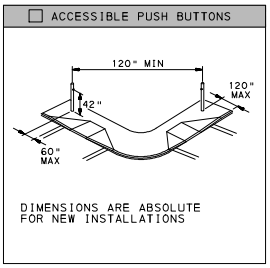
pennsylvania
DEPARTMENT OF TRANSPORTATION

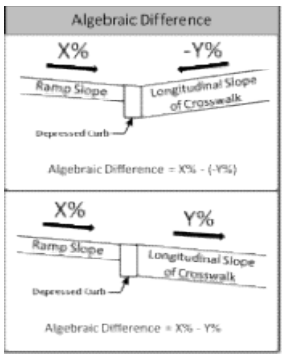
E MOUNT AIRY AVE & PICKERING AVE, PennDOT
Location ID # 7

*Date of Design (yyyy mm dd)	2023	09	06			
Designer 1	Brian Donahue Tony DePaul & Son					
Designer 2	BD TDPS					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	4					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.70	%	1.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		17	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	7.3			
Intersection Ramp # of #	1	1				
*Ramp Location (Use Figure Below)		07				
*Curb Ramp Type	Type 1					
*North Leg	PICKERING	(segment)	(offset)			
*North Leg Desc.	Ave					
*East Leg	E MOUNT AIRY	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	PICKERING	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	E MOUNT AIRY	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







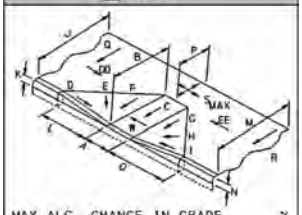


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-PICKERINGAve-EMOUNTAIRYAve-PICKERINGAve-EMOUNTAIRYAve-2023-09-06-7-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania
DEPARTMENT OF TRANSPORTATION

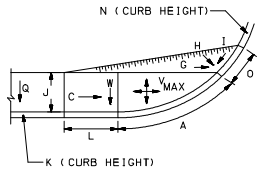
E MOUNT AIRY AVE & PICKERING AVE, PennDOT
Location ID # 7

☐ TYPE 1



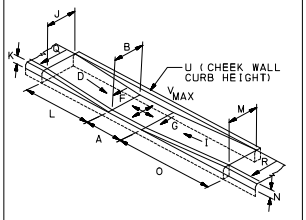
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



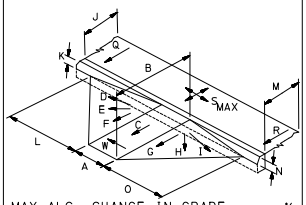
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



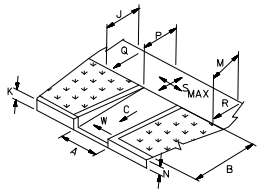
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



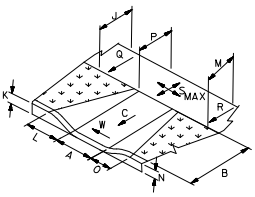
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



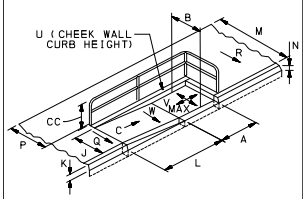
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



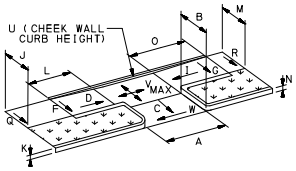
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



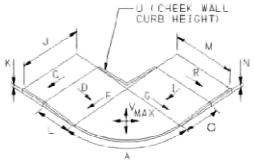
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



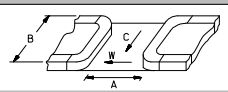
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

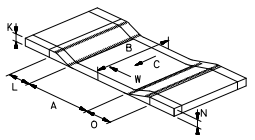
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	42	(IN)
*	C	5.60	(%)
*	D	6.30	(%)
	E	6.90	(%)
*	F	4.20	(%)
*	G	4.80	(%)
	H	5.80	(%)
*	I	6.30	(%)
*	J	59	(IN)
	K	3	(IN)
	L	57	(IN)
*	M	62	(IN)
	N	3	(IN)
	O	34	(IN)
*	P	57	(IN)
*	Q	0.10	(%)
*	R	0.20	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	7.70	(%)
*	EE	0.10	(%)

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments ▲

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DEPARTMENT OF TRANSPORTATION

E MOUNT AIRY AVE & PICKERING AVE, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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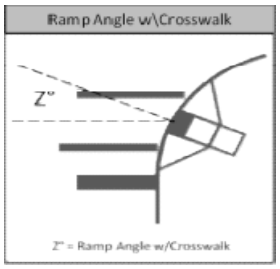
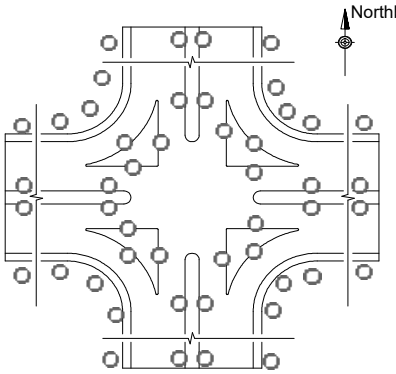
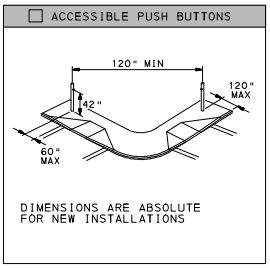
DEPARTMENT OF TRANSPORTATION

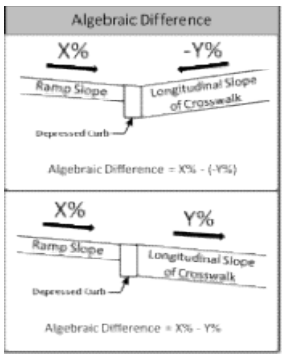
E MOUNT AIRY AVE & PICKERING AVE, PennDOT
Location ID # 9

*Date of Design (yyyy mm dd)	2023	09	14			
Designer 1	Brian Donahue Tony DePaul & Son					
Designer 2	BD TDPS					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	4					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.30	%	1.60	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		17	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.8			
Intersection Ramp # of #	1	1				
*Ramp Location (Use Figure Below)		09				
*Curb Ramp Type	Type 1					
*North Leg	PICKERING	(segment)	(offset)			
*North Leg Desc.	Ave					
*East Leg	E MOUNT AIRY	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	PICKERING	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	E MOUNT AIRY	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







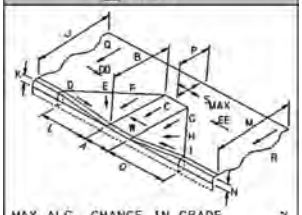


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-PICKERINGAve-EMOUNTAIRYAve-PICKERINGAve-EMOUNTAIRYAve-2023-09-14-9-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania
DEPARTMENT OF TRANSPORTATION

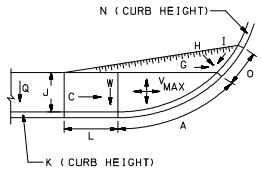
E MOUNT AIRY AVE & PICKERING AVE, PennDOT
Location ID # 9

☐ TYPE 1



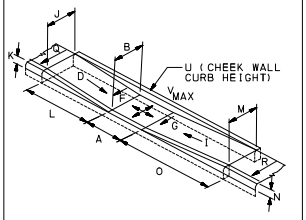
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



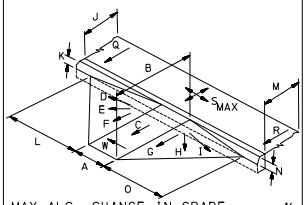
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



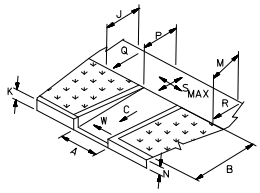
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



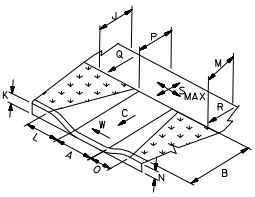
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



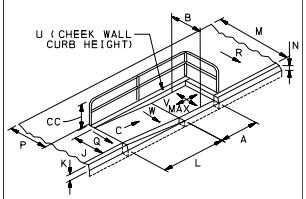
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



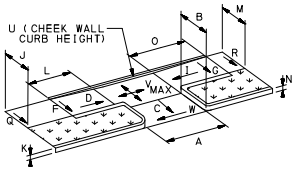
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



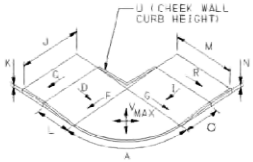
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



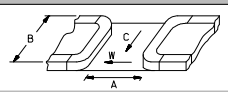
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

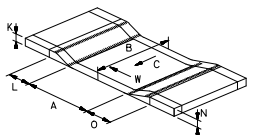
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	42	(IN)	
*	C	6.70	(%)	
*	D	6.90	(%)	
	E	7.90	(%)	
*	F	5.80	(%)	
*	G	5.30	(%)	
	H	4.70	(%)	
*	I	6.00	(%)	
*	J	59	(IN)	
	K	2	(IN)	
	L	50	(IN)	
*	M	62	(IN)	
	N	2	(IN)	
	O	37	(IN)	
*	P	64	(IN)	
*	Q	0.10	(%)	
*	R	0.20	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.90	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	No walk
*	Z		(IN)	
*	ZZ	48	(IN)	No bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	7.70	(%)	
*	EE	0.10	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-PICKERINGAve-EMOUNTAIRYAve-PICKERINGAve-EMOUNTAIRYAve-2023-09-14-9-Type1

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DEPARTMENT OF TRANSPORTATION

E MOUNT AIRY AVE & PICKERING AVE, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

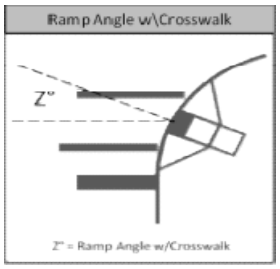
Insert Picture 3

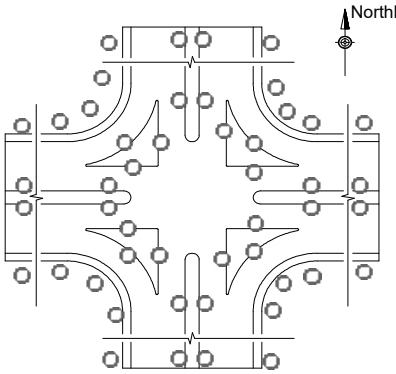
Insert Picture 6

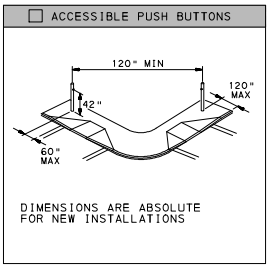
pennsylvania
DEPARTMENT OF TRANSPORTATION

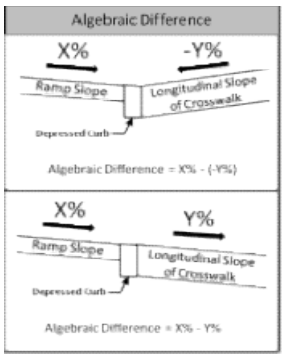
E MOUNT AIRY AVE & PICKERING AVE, PennDOT
Location ID # 14

*Date of Design (yyyy mm dd)	2023	09	05			
Designer 1	Brian Donahue Tony DePaul & Son					
Designer 2	BD TDPS					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	4					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.80	%	3.40	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		17	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	4.3			
Intersection Ramp # of #	1	1				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					
*North Leg	PICKERING	(segment)	(offset)			
*North Leg Desc.	Ave					
*East Leg	E MOUNT AIRY	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	PICKERING	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	E MOUNT AIRY	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







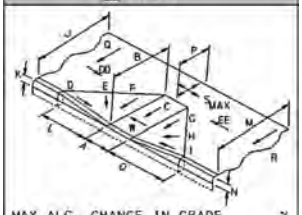


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-PICKERINGAve-EMOUNTAIRYAve-PICKERINGAve-EMOUNTAIRYAve-2023-09-05-14-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania
DEPARTMENT OF TRANSPORTATION

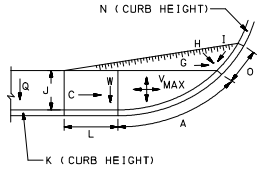
E MOUNT AIRY AVE & PICKERING AVE, PennDOT
Location ID # 14

☐ TYPE 1



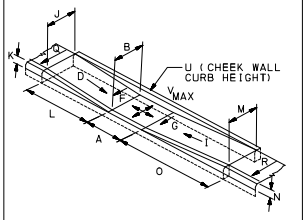
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



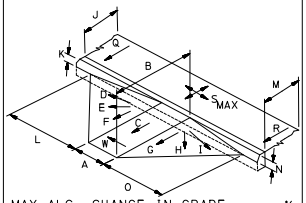
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



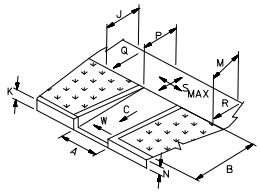
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



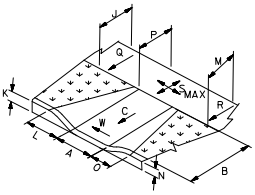
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



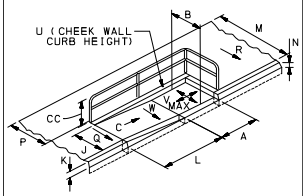
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



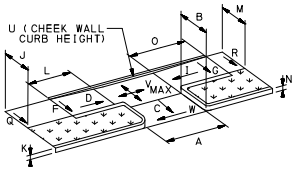
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



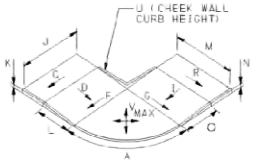
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



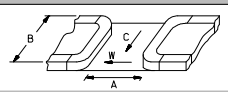
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

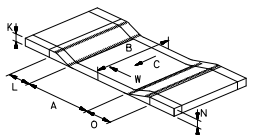
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	50	(IN)
*	C	3.30	(%)
*	D	5.30	(%)
	E	3.10	(%)
*	F	2.40	(%)
*	G	3.80	(%)
	H	0.10	(%)
*	I	3.20	(%)
*	J	58	(IN)
	K	2	(IN)
	L	21	(IN)
*	M	60	(IN)
	N	2	(IN)
	O	41	(IN)
*	P	66	(IN)
*	Q	0.70	(%)
*	R	2.50	(%)
*	S	0.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.80	(%)
*	EE	2.50	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

C-06-101-60000-PICKERINGAve-EMOUNTAIRYAve-PICKERINGAve-EMOUNTAIRYAve-2023-09-05-14-Type1

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E MOUNT AIRY AVE & PICKERING AVE, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- ○ Curb Ramp
- ○ Sidewalk
- ○ Ped. Push Button
- ○ Ped. Signal
- ○ Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan** ○ Yes ○ No
Suggested Repair
Approx. Repair Costs
Actual Repair Costs
Actual Repair
Date Repaired

Justification for Technically Infeasible

(check all that apply)

- ☐ Limited Right-of-Way
- ☐ Existing Utilities
- ☐ Structures, Buildings, Vaults
- ☐ Historic Areas
- ☐ Environmental Areas
- ☐ Grade Separations
- ☐ Other 1
- ☐ Other 2
- ☐ Other 3
- ☐ Other 4

General Information

***District:**
***County:**
***Township/Boro:**
Project ECMS #

Submitter Information

Submitted By: David Dlugosz
Submitter Company: City of Phila
Street Address
City State Zip
Telephone
***Date Submitted:** July 21, 2023

Project Information

Project Type

- ☐ Resurfacing Project
- ☐ Signal Project
- ☐ Widening Project
- ☐ Reconstruction
- ☐ New Construction (Tech Infeasible normally N/A)
- ☐ Other

Pedestrian Traffic	○ Yes	○ No
Pedestrian Trip Generators	○ Yes	○ No
Safety Concerns	○ Yes	○ No
R9-3A "No Peds" Signs	○ Yes	○ No
Existing Crosswalk	○ Yes	○ No
Existing Sidewalk	○ Yes	○ No
Existing Push Buttons	○ Yes	○ No

ADT

Location Identification

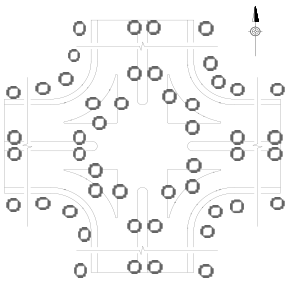
Northbound

Pickering St
**SR North - Segment, Offset*

Pickering St
**SR South - Segment, Offset*

E. Mount Airy Ave
**SR East - Segment, Offset*

E. Mount Airy Ave
**SR West - Segment,Offset*



14
Location #

Investigated design alternatives	Why alternative was not selected
1.)	
2.)	
3.)	

Alternative selected and description of what requirement is not met

It was determined that a 2.0% crosswalk cross slope at this location was no feasible. A 3.4% cross slope was provided

ADA Review Committee Recommendation

✓ ○ Approved
○ Denied

Minna Marie Vazquez 7.24.23
ADA Review Committee Chair - Date

ADE of Design Approval Status

✓ ○ Approved
○ Denied

Sunil Gill 8/11/23
District ADE of Design - Date

TIF #:

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

Sheet 1 - Technically Infeasible Form

(Print with a PCL Driver)

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

Investigated Design Alternative #2

Investigated Design Alternative #3

Summary
Due to City of Phila policy, crosswalk cross slopes at stop signs may equal but not exceed the slope of the street approaching the crosswalk. The crosswalk cross slope at ramp #14 was measured at 3.4%, The existing slope of the crosswalk was measured at 5.3%. As such, the 3.4% cross slope should be accepted

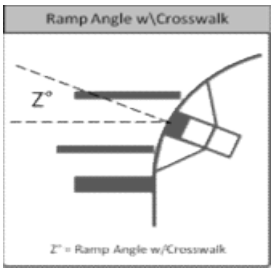
TIF #:	
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

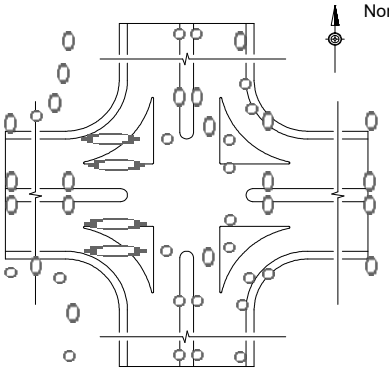
Sheet 2 - Technically Infeasible Form

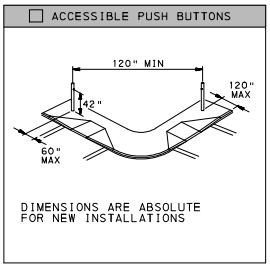
pennsylvania DEPARTMENT OF TRANSPORTATION

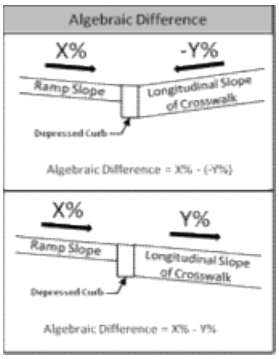
PICKERING AVE & VERNON RD, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2024	01	15			
Designer 1	Andrew Picasso Gannett Fleming					
Designer 2	Chris Gerber Gannett Fleming					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.00	%	2.90	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		20	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	10.2			
Intersection Ramp # of #	5	8				
*Ramp Location (Use Figure Below)	14					
*Curb Ramp Type	Type 1					
*North Leg	VERNON	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	PICKERING	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	VERNON	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg	PICKERING	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







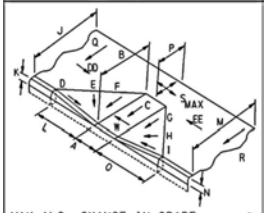


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-VERNONRd-PICKERINGAve-VERNONRd-PICKERINGAve-2024-01-15-14-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

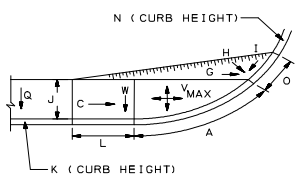
PICKERING AVE & VERNON RD, PennDOT
Location ID # 14

☐ TYPE 1



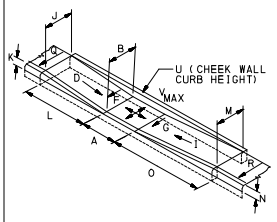
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



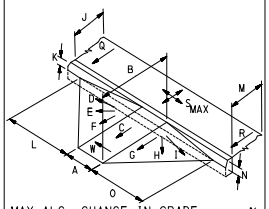
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



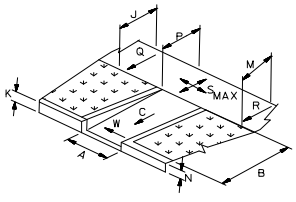
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



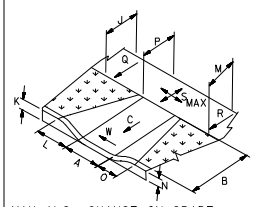
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



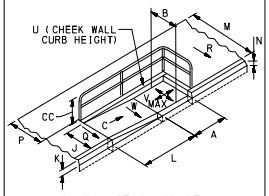
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



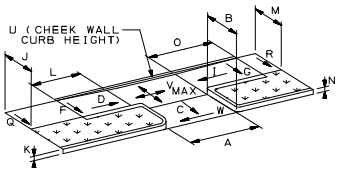
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



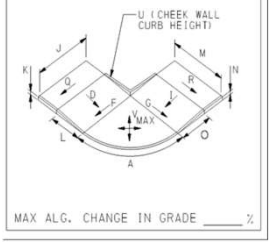
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



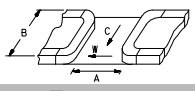
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

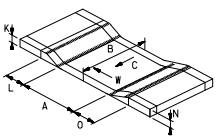
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	48	(IN)	
*	C	8.20	(%)	TIF shows 9% ramp slope is acce
*	D	9.00	(%)	
	E	9.90	(%)	
*	F	8.20	(%)	
*	G	8.20	(%)	
	H	5.60	(%)	
*	I	2.10	(%)	
*	J	48	(IN)	
	K	2	(IN)	
	L	30	(IN)	
*	M	48	(IN)	
	N	3	(IN)	
	O	36	(IN)	
*	P	48	(IN)	
*	Q	1.40	(%)	
*	R	2.20	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.30	(%)	
*	X		(IN)	
*	Y	120	(IN)	
*	YY	120	(IN)	
*	Z	60	(IN)	
*	ZZ	60	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	5.70	(%)	
*	EE	2.30	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-VERNONRd-PICKERINGAve-VERNONRd-PICKERINGAve-2024-01-15-14-Type1

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DEPARTMENT OF TRANSPORTATION

PICKERING AVE & VERNON RD, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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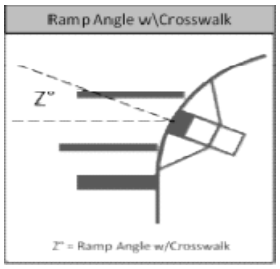
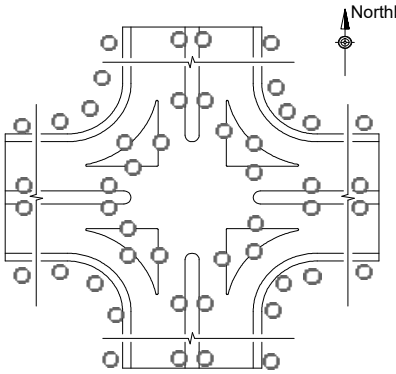
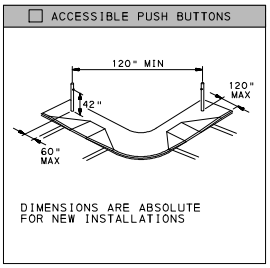
DEPARTMENT OF TRANSPORTATION

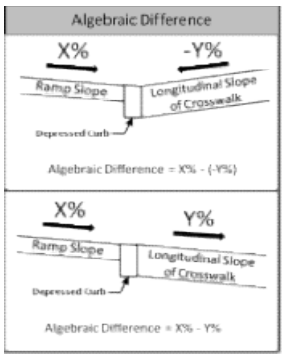
PICKERING AVE & VERNON RD, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2023	09	12			
Designer 1	Brian Donahue Tony Depaul & Son					
Designer 2	BD TDPS					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	4					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.40	%	1.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		17	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	7.9			
Intersection Ramp # of #	1	1				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 1 or Type 1A					
*North Leg	PICKERING	(segment)	(offset)			
*North Leg Desc.	Ave					
*East Leg	VERNON	(segment)	(offset)			
*East Leg Desc.	Rd					
*South Leg	PICKERING	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	VERNON	(segment)	(offset)			
*West Leg Desc.	Rd					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-PICKERINGAve-VERNONRd-PICKERINGAve-VERNONRd-2023-09-12-17-Type1orType1A		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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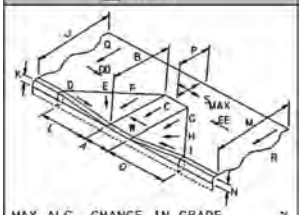
DEPARTMENT OF TRANSPORTATION

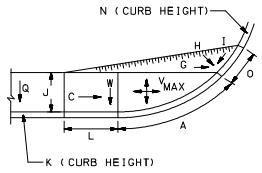
PICKERING AVE & VERNON RD, PennDOT
Location ID # 17

☐ TYPE 1



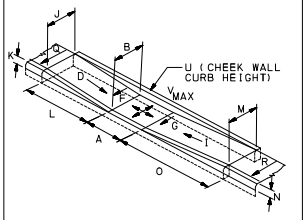
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



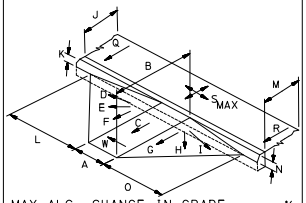
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



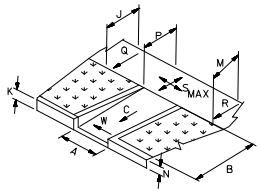
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



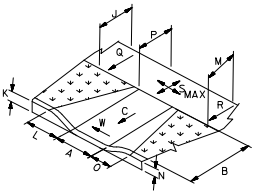
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



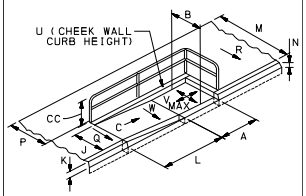
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



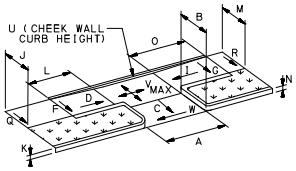
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



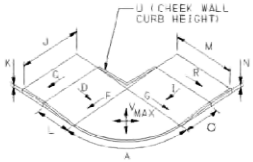
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



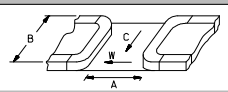
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

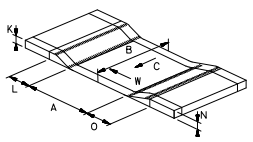
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	38	(IN)
*	C	5.50	(%)
*	D	1.20	(%)
	E	2.40	(%)
*	F	4.20	(%)
*	G	3.60	(%)
	H	7.60	(%)
*	I	10.60	(%)
*	J	60	(IN)
	K	3	(IN)
	L	27	(IN)
*	M	54	(IN)
	N	2	(IN)
	O	26	(IN)
*	P	56	(IN)
*	Q	0.50	(%)
*	R	0.40	(%)
*	S	1.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.00	(%)
*	EE	2.50	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

C-06-101-60000-PICKERINGAve-VERNONRd-PICKERINGAve-VERNONRd-2023-09-12-17-Type1orType1A

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PICKERING AVE & VERNON RD, PennDOT Location ID # 17

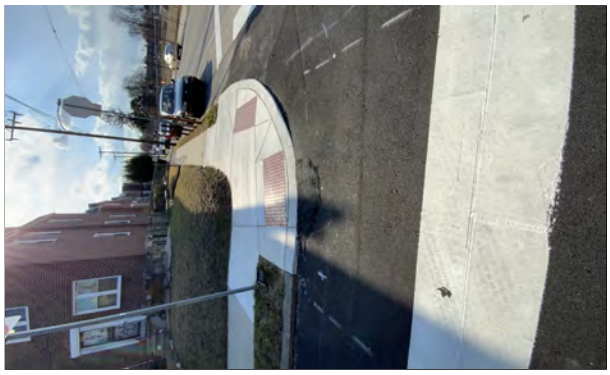
Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3



Insert Picture 6

(03-20)

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Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- ○ Curb Ramp
- ○ Sidewalk
- ○ Ped. Push Button
- ○ Ped. Signal
- ○ Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan** ○ Yes ○ No

Suggested Repair

Approx. Repair Costs

Actual Repair Costs

Actual Repair

Date Repaired

Justification for Technically Infeasible

(check all that apply)

- ☐ Limited Right-of-Way
- ☐ Existing Utilities
- ☐ Structures, Buildings, Vaults
- ☐ Historic Areas
- ☐ Environmental Areas
- ☐ Grade Separations
- ☐ Other 1
- ☐ Other 2
- ☐ Other 3
- ☐ Other 4

General Information

***District:**

***County:**

***Township/Boro:**

Project ECMS #

Submitter Information

Submitted By: David Dlugosz

Submitter Company: City of Phila

Street Address

City State Zip

Telephone

***Date Submitted:** July 21, 2023

Project Information

Project Type

- ☐ Resurfacing Project
- ☐ Signal Project
- ☐ Widening Project
- ☐ Reconstruction
- ☐ New Construction (Tech Infeasible normally N/A)
- ☐ Other

Pedestrian Traffic	○ Yes	○ No
Pedestrian Trip Generators	○ Yes	○ No
Safety Concerns	○ Yes	○ No
R9-3A "No Peds" Signs	○ Yes	○ No
Existing Crosswalk	○ Yes	○ No
Existing Sidewalk	○ Yes	○ No
Existing Push Buttons	○ Yes	○ No

ADT

Location Identification

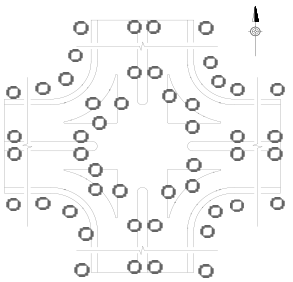
Pickering St
**SR North - Segment, Offset*

Pickering St
**SR South - Segment, Offset*

Vernon Rd
**SR East - Segment, Offset*

Vernon Rd
**SR West - Segment,Offset*

17
Location #



Investigated design alternatives	Why alternative was not selected
1.)	
2.)	
3.)	

Alternative selected and description of what requirement is not met

It was determined that a 10.0% flare slope at this location was not feasible. A 10.6% flare slope was provided

ADA Review Committee Recommendation

☑ Approved
○ Denied

Minnu Mary Vayphese 7.24.23
ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved
○ Denied

Sunil Gill 8/11/23
District ADE of Design - Date

TIF #:

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

Investigated Design Alternative #2

Investigated Design Alternative #3

Summary
Due to the existing 5% slope along the southern leg / southern transition of Pickering Ave being steep, a 10% flare slope was not feasible to achieve. As such, we were able to provide a 10.6% flare slope. This flare slope achieves a algebraic difference of 5.6% relative to the surrounding sidewalk.

TIF #:	
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

Sheet 2 - Technically Infeasible Form

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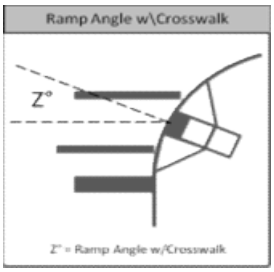
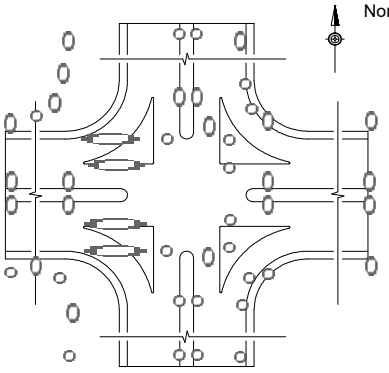
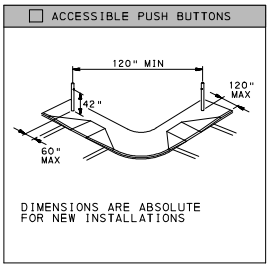
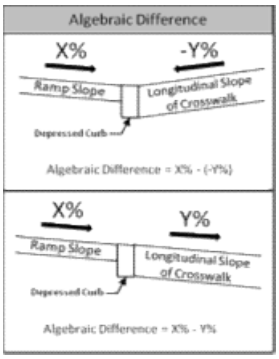
E MOUNT PLEASANT AVE & PICKERING AVE, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2024	01	15			
Designer 1	Andrew Picasso Gannett Fleming					
Designer 2	Chris Gerber Gannett Fleming					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.60	%	2.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	6.9			
Intersection Ramp # of #	4	8				
*Ramp Location (Use Figure Below)		09				
*Curb Ramp Type	Type 1					
*North Leg	PICKERING	(segment)	(offset)			
*North Leg Desc.	Ave					
*East Leg	E MOUNT PLEASANT	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	PICKERING	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	E MOUNT PLEASANT	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-PICKERINGAve-EMOUNTPLEASANTAve-PICKERINGAve-EMOUNTPLEASANTAve-2024-01-15-9-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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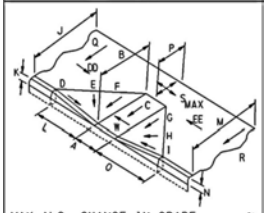
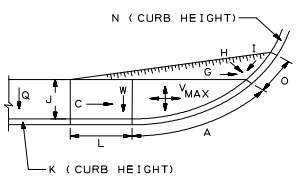
E MOUNT PLEASANT AVE & PICKERING AVE, PennDOT Location ID # 9

☐ TYPE 1



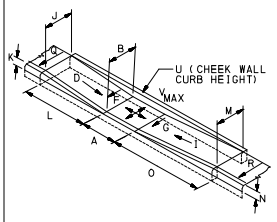
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



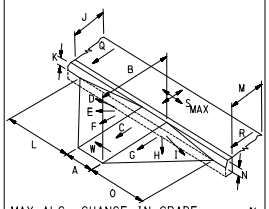
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



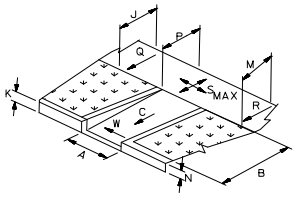
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



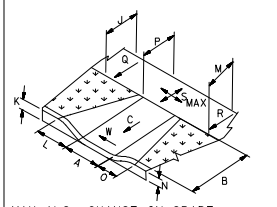
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



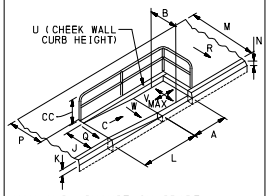
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



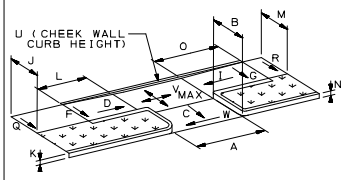
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



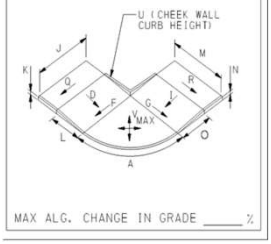
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



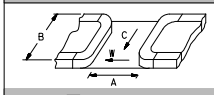
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

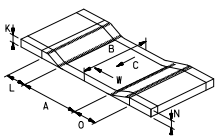
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	36	(IN)	
*	C	7.30	(%)	
*	D	7.70	(%)	
	E	8.60	(%)	
*	F	7.90	(%)	
*	G	999	(%)	stop sign
	H	999	(%)	stop sign
*	I	999	(%)	stop sign
*	J	48	(IN)	
	K	3	(IN)	
	L	48	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	26	(IN)	
*	P	48	(IN)	
*	Q	2.40	(%)	
*	R	4.20	(%)	
*	S	2.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.30	(%)	
*	X		(IN)	
*	Y	120	(IN)	
*	YY	120	(IN)	
*	Z	60	(IN)	
*	ZZ	60	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	6.40	(%)	
*	EE	2.40	(%)	

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

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DEPARTMENT OF TRANSPORTATION

E MOUNT PLEASANT AVE & PICKERING AVE, PennDOT
Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(01-09)

pennsylvania
DEPARTMENT OF TRANSPORTATION

Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- (•) Curb Ramp
- ( ) Sidewalk
- ( ) Ped. Push Button
- ( ) Ped. Signal
- ( ) Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	( ) Yes ( ) No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [x] Grade Separations
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3
- [ ] Other 4

General Information

***District:**	06
***County:**	Philadelphia
***Township/Boro:**	Philadelphia City
Project ECMS #	

Submitter Information

Submitted By:	Mark C. Jarema, PE
Submitter Company:	McMahon Associates,
Street Address	425 Commerce Drive
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	December 14, 2022

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [x] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [ ] Other

Pedestrian Traffic	( ) Yes	( ) No
Pedestrian Trip Generators	( ) Yes	( ) No
Safety Concerns	( ) Yes	( ) No
R9-3A "No Peds" Signs	( ) Yes	( ) No
Existing Crosswalk	( ) Yes	( ) No
Existing Sidewalk	( ) Yes	( ) No
Existing Push Buttons	( ) Yes	( ) No
ADT		

Location Identification

Northbound

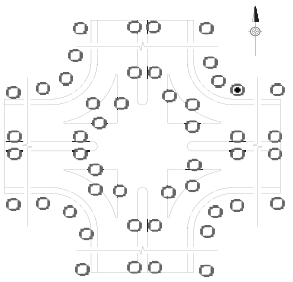
Pickering Avenue
**SR North - Segment, Offset*

Pickering Avenue
**SR South - Segment, Offset*

Mount Pleasant Avenue
**SR East - Segment, Offset*

Mount Pleasant Avenue
**SR West - Segment,Offset*

09
Location #



Investigated design alternatives	Why alternative was not selected
1.) Shift ramp further east	Increases the noncompliant feastures due to the grade separation
2.) Increase the cut at the back of sidewalk	Causes higher noncompliant slopes at ramp #07
3.) Increase build up in front of ramp	Built up as much as possible without reversing slope into road

Alternative selected and description of what requirement is not met

A Type 1 curb ramp is designed at this location. The following requirement(s) are not met: maximum landing slope less than 2.00%. The ramp has been designed with a maximum landing slope of 2.82%.

ADA Review Committee Recommendation

(•) Approved
( ) Denied

2/22/2023
ADA Review Committee Chair - Date

ADE of Design Approval Status

(•) Approved
( ) Denied

2/22/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-(Pickering Avenue)-(Pickering Avenue)-(Mount Pleasant Avenue)-(Mount Pleasant Avenue)-09-Dec*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(01-09)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

Consideration was given to shift the ramp further east, however this would not resolve the noncompliant features due to the grade separation between the gutter and the back of sidewalk. As a result of this consideration, this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to increase the lowering at the back of sidewalk, however this increases the already noncompliant features of the landing at Ramp #09 creating an unbalanced design. As a result of this consideration, this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to increase the build up in front of the ramp, however the pavement adjustment was built up as much as possible in front of the ramp without reversing the longitudinal road slopes out into the road and also maintaining a consistent gutter slope. As a result of this consideration, this alternative was eliminated.

Summary

PennDOT requirements dictate that a Type 1 curb ramp has a maximum landing slope of 2.00%. It is technically infeasible to meet this requirement due to the grade separation along the back of sidewalk. In order to minimize the amount of concrete that needs to be replaced at this corner, the ramp has been designed with a maximum landing slope of 2.82%. This design provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-(Pickering Avenue)-(Pickering Avenue)-(Mount Pleasant Avenue)-(Mount Pl*

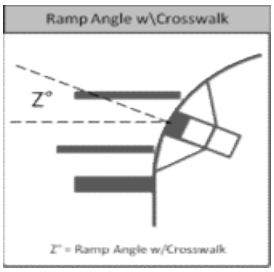
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

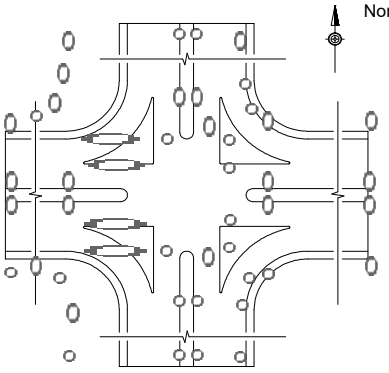
Sheet 2 - Technically Infeasible Form

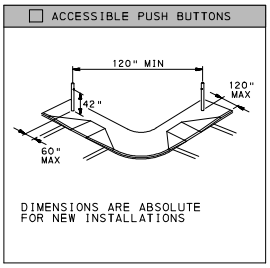
pennsylvania DEPARTMENT OF TRANSPORTATION

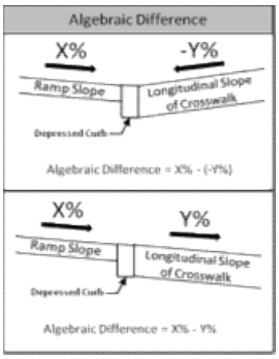
E PHIL ELLENA ST & PICKERING AVE, PennDOT
Location ID # 4

*Date of Design (yyyy mm dd)	2024	01	15			
Designer 1	Andrew Picasso Gannett Fleming					
Designer 2	Chris Gerber Gannett Fleming					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.00	%	3.10	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		15	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	10.4			
Intersection Ramp # of #	1	2				
*Ramp Location (Use Figure Below)	04					
*Curb Ramp Type	Type 1					
*North Leg	PICKERING	(segment)	(offset)			
*North Leg Desc.	Ave					
*East Leg	E PHIL ELLENA	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	PICKERING	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	E PHIL ELLENA	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







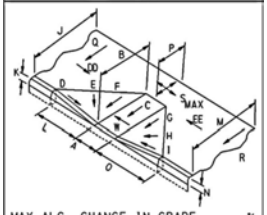


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-PICKERINGAve-EPHILELLENASt-PICKERINGAve-EPHILELLENASt-2024-01-15-4-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

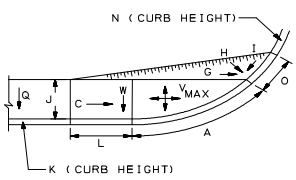
E PHIL ELLENA ST & PICKERING AVE, PennDOT
Location ID # 4

☐ TYPE 1



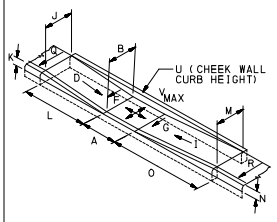
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



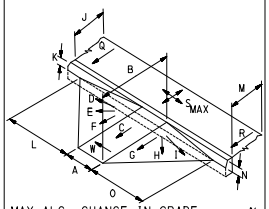
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



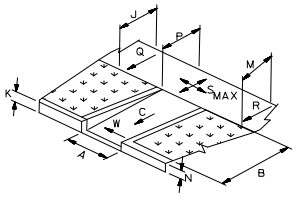
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



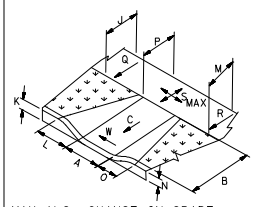
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



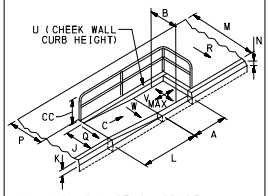
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



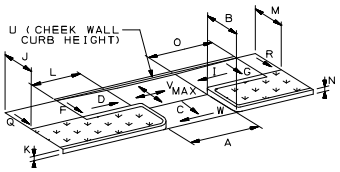
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



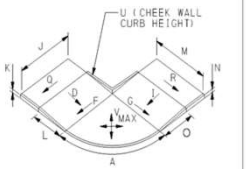
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
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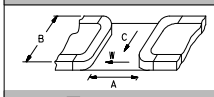
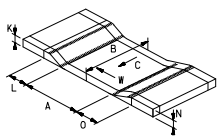
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	33	(IN)	
*	C	9.40	(%)	
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	E	999	(%)	rolled
*	F	999	(%)	rolled
*	G	8.30	(%)	
	H	10.30	(%)	
*	I	8.40	(%)	
*	J	50	(IN)	
	K	3	(IN)	
	L	27	(IN)	
*	M	50	(IN)	
	N	3	(IN)	
	O	33	(IN)	
*	P	52	(IN)	
*	Q	0.90	(%)	
*	R	0.10	(%)	
*	S	3.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.20	(%)	
*	X		(IN)	
*	Y	120	(IN)	
*	YY	120	(IN)	
*	Z	60	(IN)	
*	ZZ	60	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	8.00	(%)	
*	EE	4.50	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

C-06-101-60000-PICKERINGAve-EPHILELLENASt-PICKERINGAve-EPHILELLENASt-2024-01-15-4-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

E PHIL ELLENA ST & PICKERING AVE, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(01-09)

pennsylvania DEPARTMENT OF TRANSPORTATION

Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- (•) Curb Ramp
- ( ) Sidewalk
- ( ) Ped. Push Button
- ( ) Ped. Signal
- ( ) Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	( ) Yes ( ) No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [x] Grade Separations
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3
- [ ] Other 4

General Information

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***County:**	Philadelphia
***Township/Boro:**	Philadelphia City
Project ECMS #	

Submitter Information

Submitted By:	Mark C. Jarema, PE
Submitter Company:	McMahon Associates,
Street Address	425 Commerce Drive
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	December 13, 2022

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- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [x] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [ ] Other

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R9-3A "No Peds" Signs	( ) Yes	( ) No
Existing Crosswalk	( ) Yes	( ) No
Existing Sidewalk	( ) Yes	( ) No
Existing Push Buttons	( ) Yes	( ) No
ADT		

Location Identification

Northbound

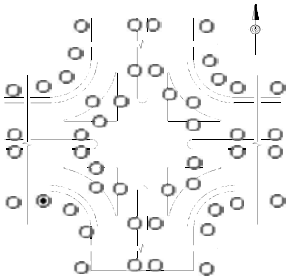
Phil Ellena Street
**SR North - Segment, Offset*

Phil Ellena Street
**SR South - Segment, Offset*

Pickering Avenue
**SR East - Segment, Offset*

Pickering Avenue
**SR West - Segment,Offset*

04
~~19~~
Location #



Investigated design alternatives	Why alternative was not selected
1.) Shift ramp further east	Creates a nondesirable angle with crosswalk, does not reduce slopes
2.) Build up in front of ramp	Built up as much as possible without reversing the slope into the road
3.) Lower back of sidewalk	Increases steep transition slopes, requires POC, would need cheek wall

Alternative selected and description of what requirement is not met

A Type 1 curb ramp is designed at this location. The following requirement(s) are not met: maximum landing slope less than 2.00% and maximum ramp slope less than 8.33%. The ramp has been designed with a maximum landing slope of 3.81% and a maximum ramp slope of 10.00%.

ADA Review Committee Recommendation

(•) Approved
( ) Denied

2/22/2023
ADA Review Committee Chair - Date

ADE of Design Approval Status

(•) Approved
( ) Denied

2/22/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-(Phil Ellena Street)-(Phil Ellena Street)-(Pickering Avenue)-(Pickering Avenue)-19-Dec 13, 2022*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(01-09)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

Consideration was given to shift the ramp further east, however this causes a nondesirable angle with the crosswalk and does not reduce the noncompliant slopes due to the grade separation between the gutter and back of sidewalk. As a result of this consideration, this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to increase the build up in front of the ramp, however the pavement adjustment was built up in front of the ramp as much as possible without reversing the longitudinal road slope out into the street. As a result of this consideration, this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to lower the back of sidewalk to reduce the noncompliant ramp features, however this would only increase the already steep transition slopes. It would also cause a POC and require a cheekwall as the grass behind the sidewalk already has a steep slope. As a result of this consideration, this alternative was eliminated.

Summary

PennDOT requirements dictate that a Type 1 curb ramp has a maximum landing slope of 2.00% and a maximum ramp slope of 8.33%. It is technically infeasible to meet this requirement due to the grade separation between the gutter and the back of sidewalk. In order to create a balanced design, the ramp has been designed with a maximum landing slope of 3.81% and a maximum ramp slope of 10.00%. This design provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-(Phil Ellena Street)-(Phil Ellena Street)-(Pickering Avenue)-(Pickering Avenu*

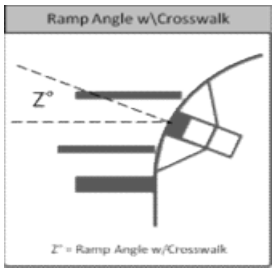
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

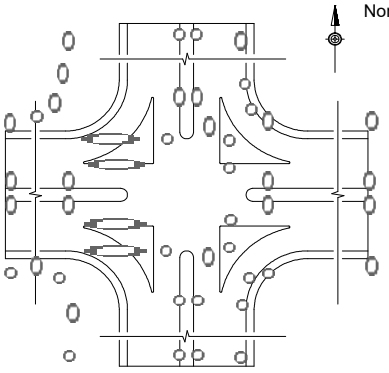
Sheet 2 - Technically Infeasible Form

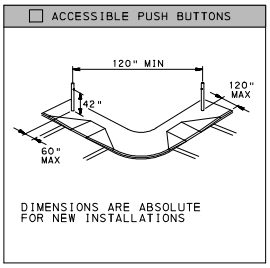
pennsylvania DEPARTMENT OF TRANSPORTATION

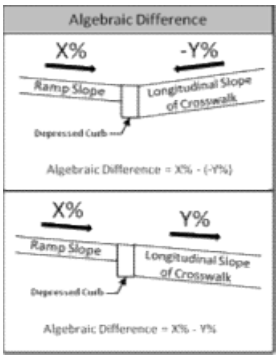
MICHENER AVE & ROUMFORT RD, PennDOT
Location ID # 2

*Date of Design (yyyy mm dd)	2024	01	15		
Designer 1	Andrew Picasso Gannett Fleming				
Designer 2	Chris Gerber Gannett Fleming				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.80	%	3.40	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	8.3		
Intersection Ramp # of #	1	8			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				
*North Leg	ROUMFORT	(segment)	(offset)		
*North Leg Desc.	Rd				
*East Leg	MICHENER	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	ROUMFORT	(segment)	(offset)		
*South Leg Desc.	Rd				
*West Leg	MICHENER	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				







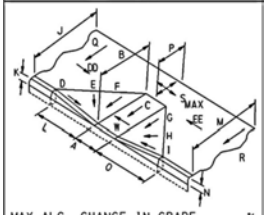


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-ROUMFORTRd-MICHENERAve-ROUMFORTRd-MICHENERAve-2024-01-15-2-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

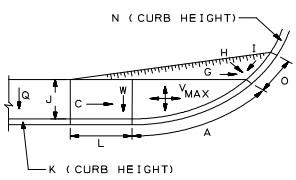
MICHENER AVE & ROUMFORT RD, PennDOT
Location ID # 2

☐ TYPE 1



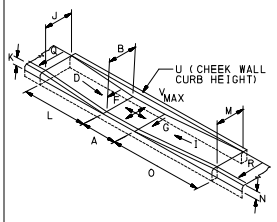
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



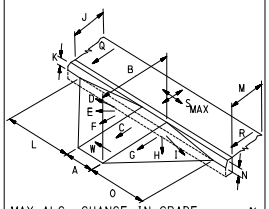
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



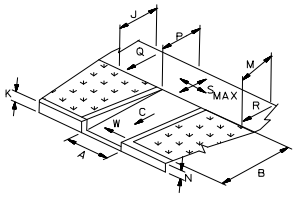
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



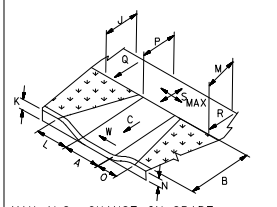
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



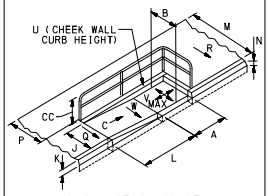
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



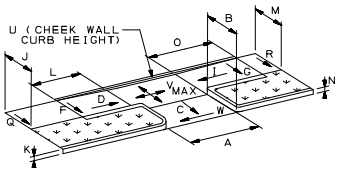
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



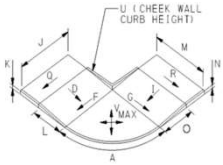
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



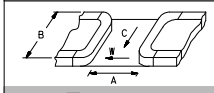
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

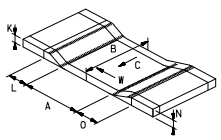
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	41	(IN)	
*	C	6.50	(%)	
*	D	0.00	(%)	rolled flare
	E	999	(%)	rolled flare
*	F	999	(%)	rolled flare
*	G	4.50	(%)	
	H	6.50	(%)	
*	I	7.20	(%)	
*	J	48	(IN)	
	K	2	(IN)	
	L	21	(IN)	
*	M	48	(IN)	
	N	2	(IN)	
	O	30	(IN)	
*	P	48	(IN)	
*	Q	0.60	(%)	
*	R	4.80	(%)	
*	S	0.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.40	(%)	
*	X		(IN)	
*	Y	120	(IN)	
*	YY	120	(IN)	
*	Z	999	(IN)	na
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.40	(%)	
*	EE	4.90	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

C-06-101-60000-ROUMFORTRd-MICHENERAve-ROUMFORTRd-MICHENERAve-2024-01-15-2-Type1

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MICHENER AVE & ROUMFORT RD, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

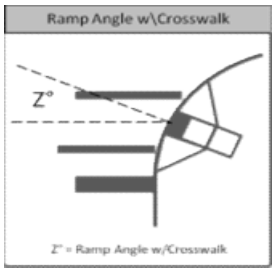
Insert Picture 3

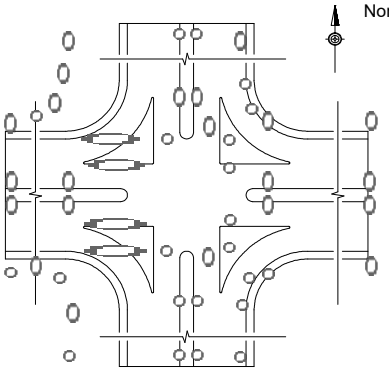
Insert Picture 6

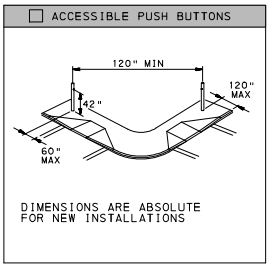
pennsylvania DEPARTMENT OF TRANSPORTATION

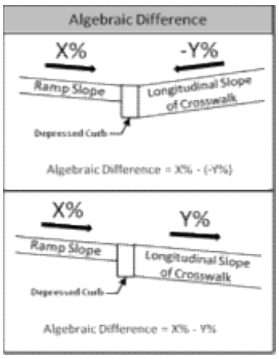
IVY HILL RD & MICHENER AVE, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2024	01	15		
Designer 1	Andrew Picasso Gannett Fleming				
Designer 2	Chris Gerber Gannett Fleming				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	0.30	%	1.80	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	7.7		
Intersection Ramp # of #	1	2			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg	IVY HILL	(segment)	(offset)		
*North Leg Desc.	Rd				
*East Leg	MICHENER	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	IVY HILL	(segment)	(offset)		
*South Leg Desc.	Rd				
*West Leg	MICHENER	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				







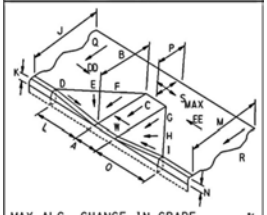


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-IVYHILLRd-MICHENERAve-IVYHILLRd-MICHENERAve-2024-01-15-14-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

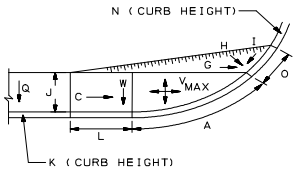
IVY HILL RD & MICHENER AVE, PennDOT
Location ID # 14

☐ TYPE 1



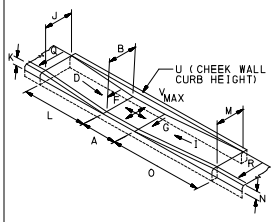
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



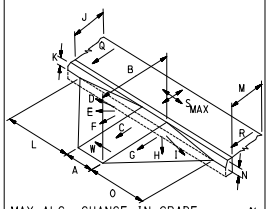
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



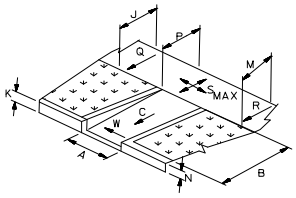
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



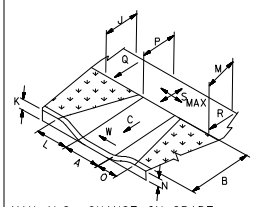
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



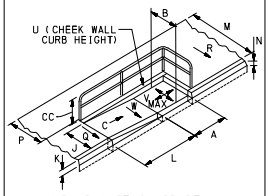
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



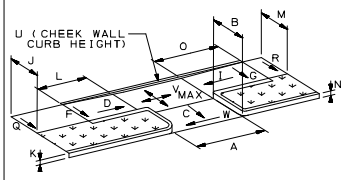
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



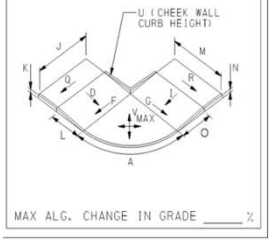
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



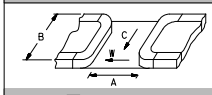
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

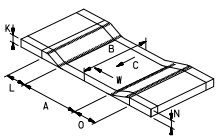
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	32	(IN)
*	C	7.40	(%)
*	D	8.70	(%)
	E	8.80	(%)
*	F	7.70	(%)
*	G	6.40	(%)
	H	5.80	(%)
*	I	3.90	(%)
*	J	48	(IN)
	K	2	(IN)
	L	46	(IN)
*	M	48	(IN)
	N	4	(IN)
	O	24	(IN)
*	P	48	(IN)
*	Q	1.50	(%)
*	R	2.40	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.20	(%)
*	X		(IN)
*	Y	180	(IN)
*	YY	180	(IN)
*	Z	56	(IN)
*	ZZ	56	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.40	(%)
*	EE	4.90	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments

C-06-101-60000-IVYHILLRd-MICHENERAve-IVYHILLRd-MICHENERAve-2024-01-15-14-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

IVY HILL RD & MICHENER AVE, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

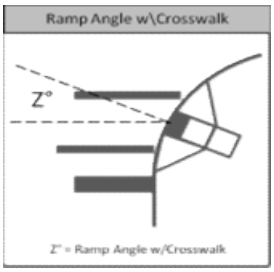
Insert Picture 3

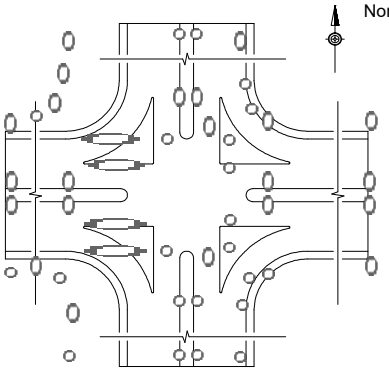
Insert Picture 6

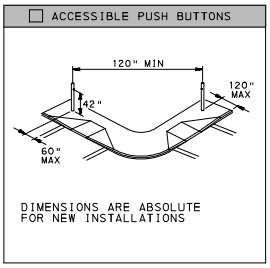
pennsylvania DEPARTMENT OF TRANSPORTATION

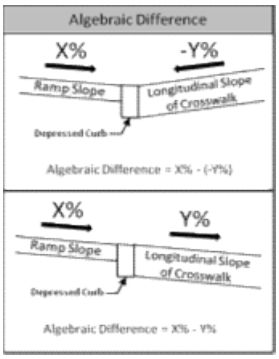
N 20TH ST & 67TH AVE, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2024	01	15			
Designer 1	Andrew Picasso Gannett Fleming					
Designer 2	Chris Gerber Gannett Fleming					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.30	%	3.50	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	10.8			
Intersection Ramp # of #	1	4				
*Ramp Location (Use Figure Below)	09					
*Curb Ramp Type	Type 1					
*North Leg	N 20TH	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	67TH	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	N 20TH	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	67TH	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







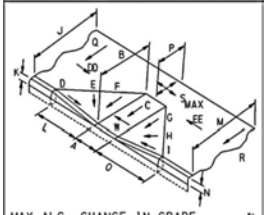


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work	YES					
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-N20THSt-67THSt-N20THSt-67THSt-2024-01-15-9-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania DEPARTMENT OF TRANSPORTATION

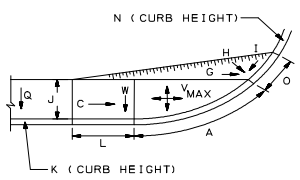
N 20TH ST & 67TH AVE, PennDOT Location ID # 9

☐ TYPE 1



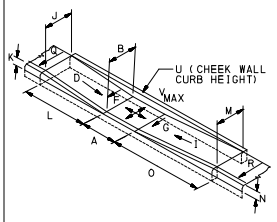
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



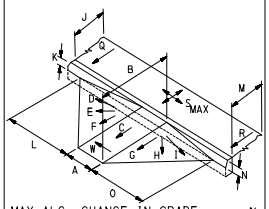
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



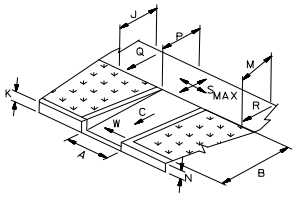
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



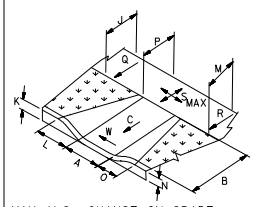
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



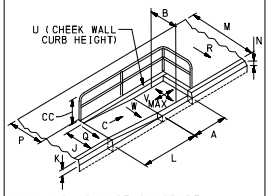
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



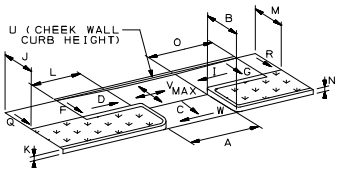
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



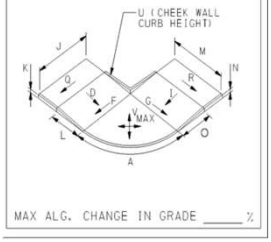
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



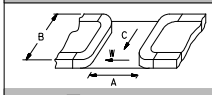
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

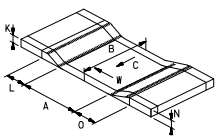
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	40	(IN)	
*	C	9.50	(%)	
*	D	9.20	(%)	
	E	11.70	(%)	
*	F	9.10	(%)	
*	G	999	(%)	sign pole
	H	999	(%)	sign pole
*	I	999	(%)	sign pole
*	J	48	(IN)	
	K	3	(IN)	
	L	45	(IN)	
*	M	48	(IN)	
	N	2	(IN)	
	O	36	(IN)	
*	P	48	(IN)	
*	Q	0.90	(%)	
*	R	1.70	(%)	
*	S	2.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	2.60	(%)	
*	X		(IN)	
*	Y	180	(IN)	
*	YY	180	(IN)	
*	Z	58	(IN)	
*	ZZ	58	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.20	(%)	
*	EE	7.80	(%)	

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

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N 20TH ST & 67TH AVE, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(01-09)

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DEPARTMENT OF TRANSPORTATION

Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	☐ Yes ☐ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [x] Grade Separations
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3
- [ ] Other 4

General Information

***District:**	06
***County:**	Philadelphia
***Township/Boro:**	Philadelphia City
Project ECMS #	

Submitter Information

Submitted By:	Mark C. Jarema, PE
Submitter Company:	McMahon Associates, Inc.
Street Address	425 Commerce Drive
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	December 13, 2022

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [x] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [ ] Other

Pedestrian Traffic	☐ Yes	☐ No
Pedestrian Trip Generators	☐ Yes	☐ No
Safety Concerns	☐ Yes	☐ No
R9-3A "No Peds" Signs	☐ Yes	☐ No
Existing Crosswalk	☐ Yes	☐ No
Existing Sidewalk	☐ Yes	☐ No
Existing Push Buttons	☐ Yes	☐ No
ADT		

Location Identification

Northbound

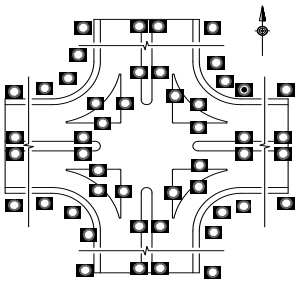
20th Street
**SR North - Segment, Offset*

20th Street
**SR South - Segment, Offset*

67th Avenu
**SR East - Segment, Offset*

67th Avenue
**SR West - Segment,Offset*

09
Location #



Investigated design alternatives	Why alternative was not selected
1.) Shift ramp further east	increases ramp slope to match back of sidewalk
2.) Increase build up in front of ramp	Built up as much as possible without reversing road slope into road
3.) Lower at the back of sidewalk	Requires landing of Ramp #07 to be replaced and a POC

Alternative selected and description of what requirement is not met

A Type 1 curb ramp is designed at this location. The following requirement(s) are not met: maximum landing slope less than 2.00%, maximum ramp slope less than 8.33%, a maximum ramp cross slope of less than 2.00%, and a maximum flare slope less than 10.00%. The ramp has been designed with a maximum landing slope of 2.67%, a ramp slope of 9.87%, a ramp cross slope of 3.52%, and a flare slope of 10.59%.

ADA Review Committee Recommendation

☑ Approved
☐ Denied

2/16/2024
ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved
☐ Denied

Sunil Gill 2/16/2024
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-(20th Street)-(20th Street)-(67th Avenu)-(67th Avenue)-09-Dec 13, 2022*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(Print with a PCL Driver)

(01-09)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1
Consideration was given to shift the ramp further east, however this would increase the ramp slope to match into the back of sidewalk since the gutter elevation would be lower. As a result of this consideration, this alternative was eliminated.

Investigated Design Alternative #2
Consideration was given to increase the build up in front of the ramp within the pavement adjustment, however the proposed pavement adjustment is building up as much as possible in front of the ramp without reversing the longitudinal slope out into the road. As a result of this consideration, this alternative was eliminated.

Investigated Design Alternative #3
Consideration was given to lower the back of sidewalk, however this would require a POC and require the adjacent landing of ramp #07 to be replaced as well. As a result of this consideration, this alternative was eliminated.

Summary
PennDOT requirements dictate that a Type 1 curb ramp has a maximum landing slope of 2.00%, a maximum ramp slope of 8.33%, a maximum ramp cross slope of less than 2.00%, and a maximum flare slope of 10.00%. It is technically infeasible to meet this requirement due to the grade separation between the gutter and the back of sidewalk. In order to minimize the amount of concrete that needs to be replaced at this corner, the ramp has been designed with a maximum landing slope of 2.67% which matches existing, a maximum ramp slope of 9.87%, a maximum ramp cross slope of 3.52% and a maximum flare slope of 10.59% to tie into the existing curb reveal. This design provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-(20th Street)-(20th Street)-(67th Avenu)-(67th Avenue)-09-Dec 13, 2022*
	*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

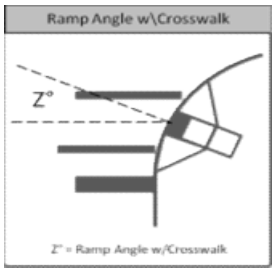
Sheet 2 - Technically Infeasible Form

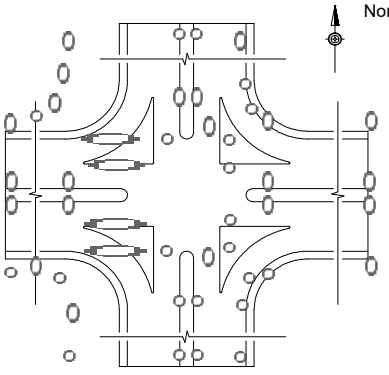
pennsylvania DEPARTMENT OF TRANSPORTATION

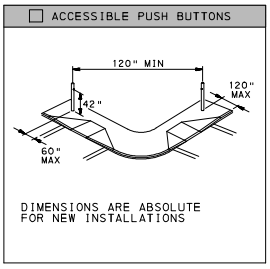
N 20TH ST & 67TH AVE, PennDOT Location ID # 12

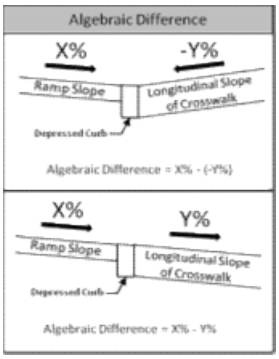
*Date of Design (yyyy mm dd)	2024	01	15			
Designer 1	Andrew Picasso Gannett Fleming					
Designer 2	Chris Gerber Gannett Fleming					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.00	%	5.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	10.0			
Intersection Ramp # of #	2	4				
*Ramp Location (Use Figure Below)	12					
*Curb Ramp Type	Type 1					

*North Leg	N 20TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	67TH	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	N 20TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	67TH	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







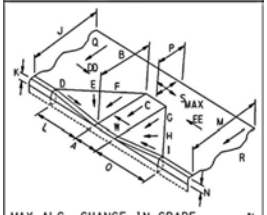


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N20THSt-67THSt-N20THSt-67THSt-2024-01-15-12-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

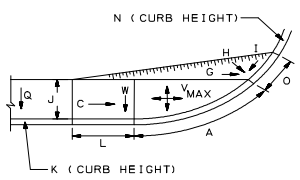
N 20TH ST & 67TH AVE, PennDOT Location ID # 12

☐ TYPE 1



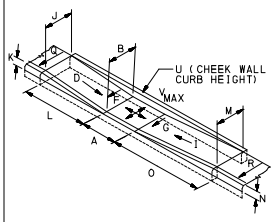
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



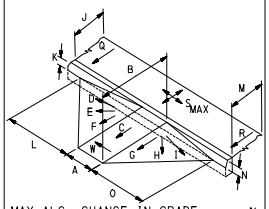
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



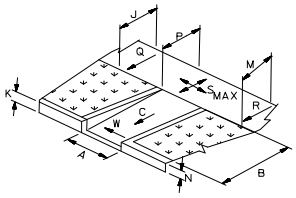
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



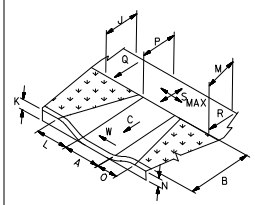
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



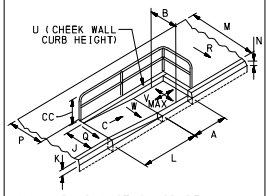
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



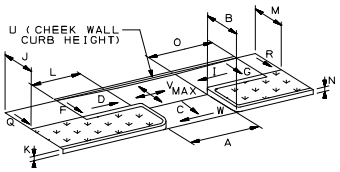
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



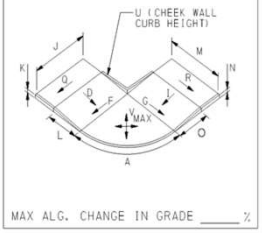
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



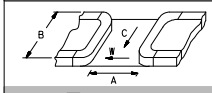
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

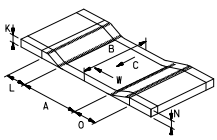
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	35	(IN)	
*	C	9.00	(%)	
*	D	1.10	(%)	
	E	3.80	(%)	
*	F	9.00	(%)	
*	G	7.40	(%)	
	H	8.30	(%)	
*	I	6.80	(%)	
*	J	48	(IN)	
	K	3	(IN)	
	L	52	(IN)	
*	M	48	(IN)	
	N	3	(IN)	
	O	65	(IN)	
*	P	48	(IN)	
*	Q	3.60	(%)	
*	R	3.50	(%)	
*	S	4.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	3.80	(%)	
*	X		(IN)	
*	Y	180	(IN)	
*	YY	180	(IN)	
*	Z	999	(IN)	na
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.70	(%)	
*	EE	4.70	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

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N 20TH ST & 67TH AVE, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(01-09)

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Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	☐ Yes ☐ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [x] Grade Separations
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3
- [ ] Other 4

General Information

***District:**	06
***County:**	Philadelphia
***Township/Boro:**	Philadelphia City
Project ECMS #	

Submitter Information

Submitted By:	Mark C. Jarema, PE
Submitter Company:	McMahon Associates, Inc.
Street Address	425 Commerce Drive
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	December 13, 2022

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [x] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [ ] Other

Pedestrian Traffic	☐ Yes	☐ No
Pedestrian Trip Generators	☐ Yes	☐ No
Safety Concerns	☐ Yes	☐ No
R9-3A "No Peds" Signs	☐ Yes	☐ No
Existing Crosswalk	☐ Yes	☐ No
Existing Sidewalk	☐ Yes	☐ No
Existing Push Buttons	☐ Yes	☐ No
ADT		

Location Identification

Northbound

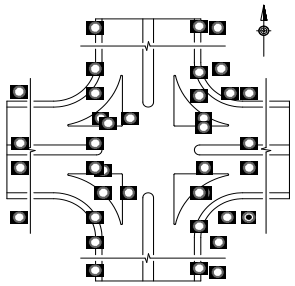
20th Street
**SR North - Segment, Offset*

20th Street
**SR South - Segment, Offset*

67th Avenu
**SR East - Segment, Offset*

67th Avenue
**SR West - Segment,Offset*

12
Location #



Investigated design alternatives	Why alternative was not selected
1.) Shift the ramp further west	Conflict with existing ramp at location #14
2.) Increase build up in front of ramp	Built up as much as possible without reversing road slope into road
3.) Increase the height of the cheekwall	Creates transition slopes between the ramps greater than 5%

Alternative selected and description of what requirement is not met

A Type 1 curb ramp is designed at this location. The following requirement(s) are not met: maximum landing slope less than 2.00%, maximum ramp slope less than 8.33%, a maximum ramp cross slope of less than 2.00%, and a maximum flare slope less than 10.00%. The ramp has been designed with a maximum landing slope of 5.00%, a ramp slope of 9.25%, a ramp cross slope of 4.00%, and a flare slope of 11.23%.

ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

1/30/2024
ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

Sunil Gill 02/06/2024
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-(20th Street)-(20th Street)-(67th Avenu)-(67th Avenue)-12-Dec 13, 2022*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(01-09)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

Consideration was given to shift the ramp further west, however there is a conflict with the ramp at location #14. As a result of this consideration, this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to increase the build up in front of the ramp within the pavement adjustment, however the proposed pavement adjustment is building up as much as possible in front of the ramp without reversing the longitudinal slope out into the road. As a result of this consideration, this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to lower the back of sidewalk and increase the height of the cheekwall, however this would increase the transition slopes between the ramp and to the east of the ramp to greater than 5%, which is undesirable. As a result of this consideration, this alternative was eliminated.

Summary

PennDOT requirements dictate that a Type 1 curb ramp has a maximum landing slope of 2.00%, a maximum ramp slope of 8.33%, a maximum ramp cross slope of 2.00% and a maximum flare slope of 10.00%. It is technically infeasible to meet this requirement due to the grade separation between the gutter and the back of sidewalk. In order to minimize the amount of concrete that needs to be replaced at this corner, the ramp has been designed with a maximum landing slope of 5.00%, a maximum ramp slope of 9.25%, a maximum ramp cross slope of 4.00% and a maximum flare slope of 11.23% to tie into the existing curb reveal. This design provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-(20th Street)-(20th Street)-(67th Avenu)-(67th Avenue)-12-Dec 13, 2022*
	*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

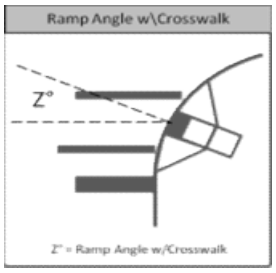
Sheet 2 - Technically Infeasible Form

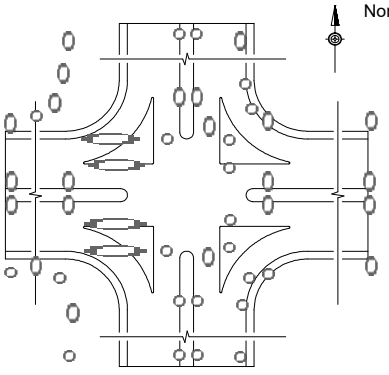
pennsylvania DEPARTMENT OF TRANSPORTATION

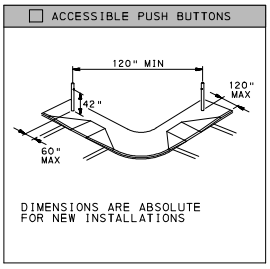
N 20TH ST & 67TH AVE, PennDOT Location ID # 17

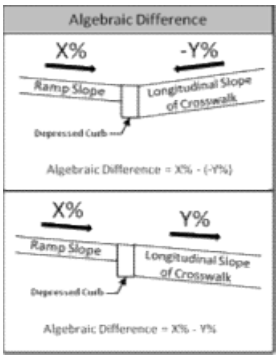
*Date of Design (yyyy mm dd)	2024	01	15			
Designer 1	Andrew Picasso Gannett Fleming					
Designer 2	Chris Gerber Gannett Fleming					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.60	%	1.10	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.5			
Intersection Ramp # of #	3	4				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 1					

*North Leg	N 20TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	67TH	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	N 20TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	67TH	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N20THSt-67THSt-N20THSt-67THSt-2024-01-15-17-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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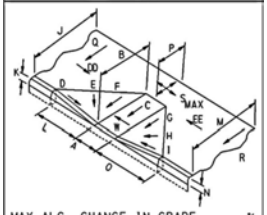
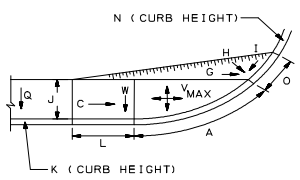
N 20TH ST & 67TH AVE, PennDOT Location ID # 17

☐ TYPE 1



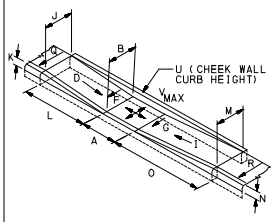
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



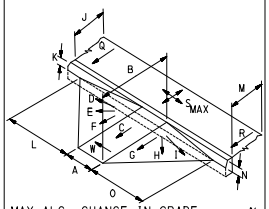
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



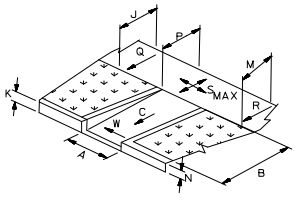
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



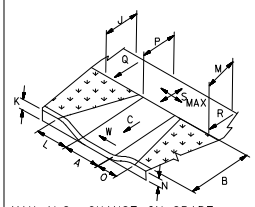
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



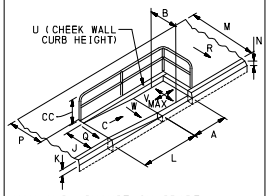
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



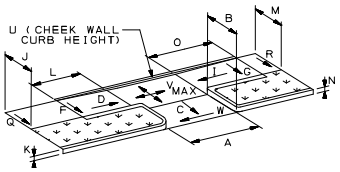
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



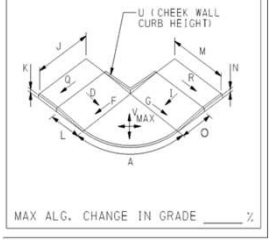
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



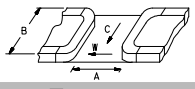
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

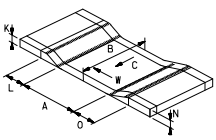
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	61	(IN)	
*	C	7.90	(%)	
*	D	3.80	(%)	
	E	8.00	(%)	
*	F	7.90	(%)	
*	G	7.60	(%)	
	H	9.30	(%)	
*	I	6.30	(%)	
*	J	48	(IN)	
	K	2	(IN)	
	L	32	(IN)	
*	M	48	(IN)	
	N	2	(IN)	
	O	48	(IN)	
*	P	48	(IN)	
*	Q	1.00	(%)	
*	R	0.30	(%)	
*	S	1.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.40	(%)	
*	X		(IN)	
*	Y	180	(IN)	
*	YY	180	(IN)	
*	Z	999	(IN)	na
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.20	(%)	
*	EE	4.30	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

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DEPARTMENT OF TRANSPORTATION

N 20TH ST & 67TH AVE, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

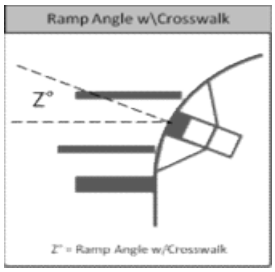
Insert Picture 3

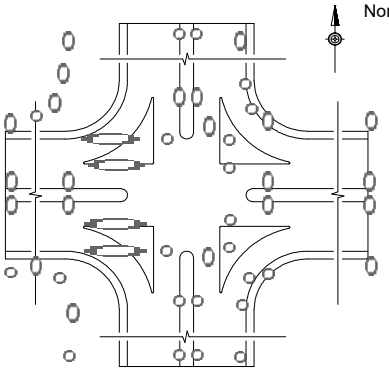
Insert Picture 6

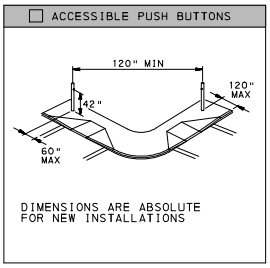
pennsylvania DEPARTMENT OF TRANSPORTATION

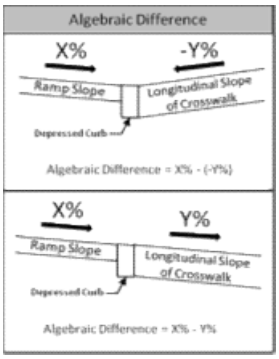
IVY HILL RD & WILLIAMS AVE, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2024	01	15			
Designer 1	Brian Donahue Tony DePaul & Son					
Designer 2	BD TDPS					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	4					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	4.40	%	0.30	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		15	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.4			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					
*North Leg	IVY HILL	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	WILLIAMS	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	IVY HILL	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg	QUEEN	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







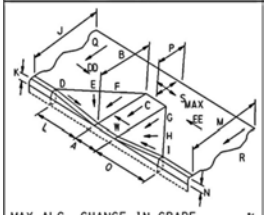


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-IVYHILLRd-WILLIAMSAve-IVYHILLRd-QUEENSt-2024-01-15-14-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

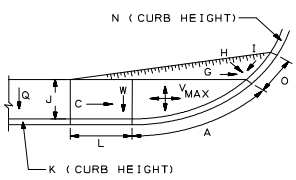
IVY HILL RD & WILLIAMS AVE, PennDOT
Location ID # 14

☐ TYPE 1



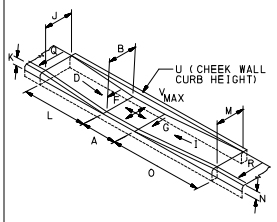
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



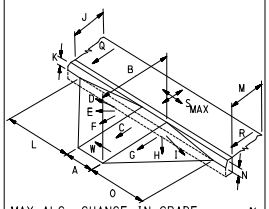
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



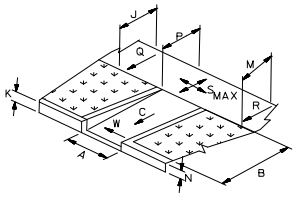
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



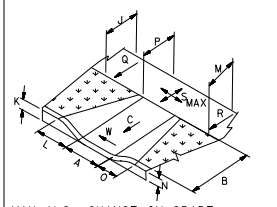
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



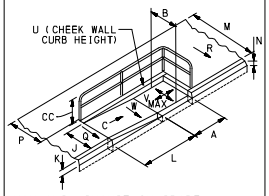
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



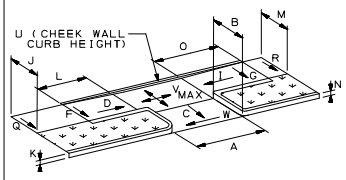
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



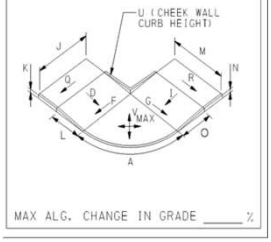
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



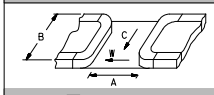
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

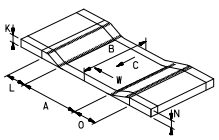
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	36	(IN)
*	C	5.00	(%)
*	D	7.60	(%)
	E	5.70	(%)
*	F	3.90	(%)
*	G	4.30	(%)
	H	4.00	(%)
*	I	3.70	(%)
*	J	60	(IN)
	K	3	(IN)
	L	46	(IN)
*	M	51	(IN)
	N	3	(IN)
	O	32	(IN)
*	P	54	(IN)
*	Q	0.80	(%)
*	R	0.30	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.20	(%)
*	EE	5.00	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments

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DEPARTMENT OF TRANSPORTATION

IVY HILL RD & WILLIAMS AVE, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

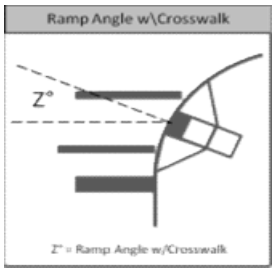
Insert Picture 6

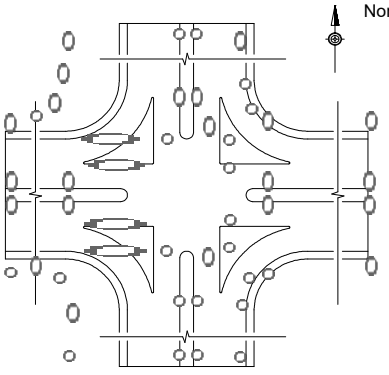
pennsylvania DEPARTMENT OF TRANSPORTATION

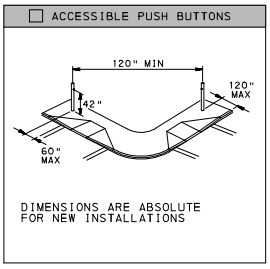
S 57TH ST & PINE ST, PennDOT Location ID # 14

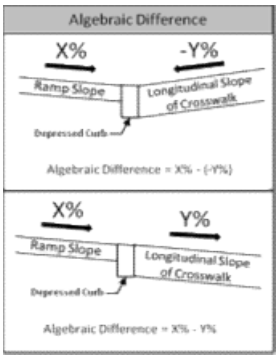
*Date of Design (yyyy mm dd)	2024	01	15		
Designer 1	Andrew Picasso GF				
Designer 2	- -				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	0.50	%	0.80	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	5.0		
Intersection Ramp # of #	6	8			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				

*North Leg	S 57TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	PINE	(segment)	(offset)
*East Leg Desc.	Rd		
*South Leg	S 57TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	PINE	(segment)	(offset)
*West Leg Desc.	Rd		
Ramp Coordinates	Latitude		
	Longitude		







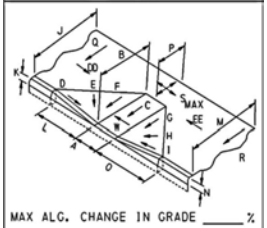


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-S57THSt-PINERd-S57THSt-PINERd-2024-01-15-14-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

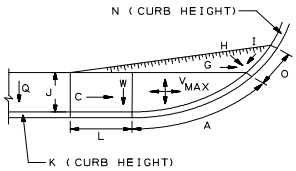
S 57TH ST & PINE ST, PennDOT Location ID # 14

☐ TYPE 1



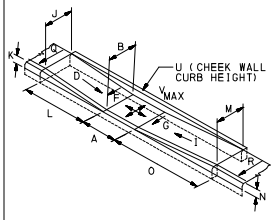
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



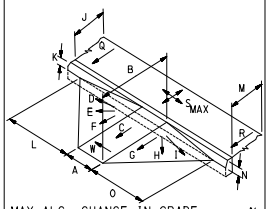
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



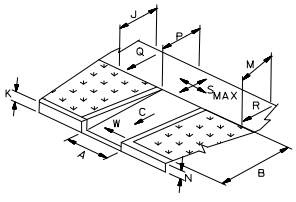
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



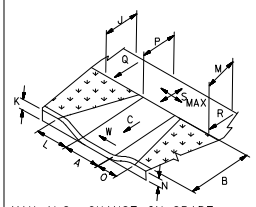
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



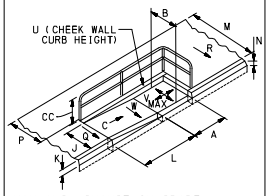
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



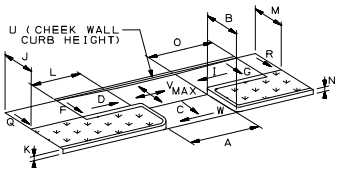
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



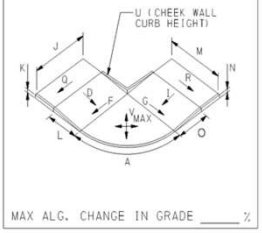
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



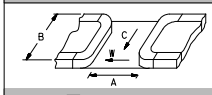
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

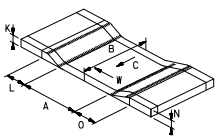
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	75	(IN)	
*	C	4.10	(%)	
*	D	4.20	(%)	
	E	4.00	(%)	
*	F	3.20	(%)	
*	G	999	(%)	pole
	H	999	(%)	pole
*	I	999	(%)	pole
*	J	48	(IN)	
	K	2	(IN)	
	L	48	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	30	(IN)	
*	P	48	(IN)	
*	Q	1.10	(%)	
*	R	1.50	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	140	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.40	(%)	
*	EE	4.60	(%)	

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

C-06-101-60000-S57THSt-PINERd-S57THSt-PINERd-2024-01-15-14-Type1

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DEPARTMENT OF TRANSPORTATION

S 57TH ST & PINE ST, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

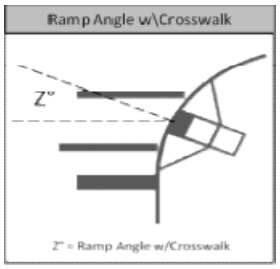
Insert Picture 6

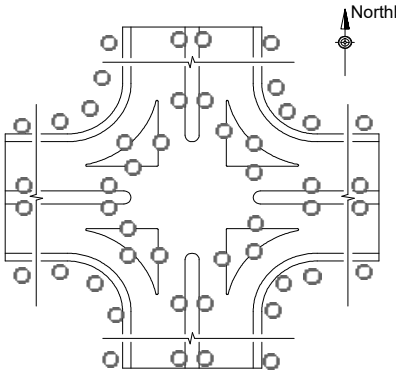
pennsylvania DEPARTMENT OF TRANSPORTATION

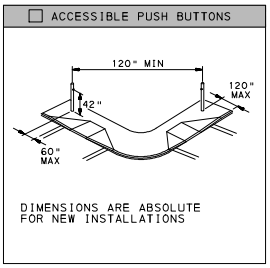
S 57TH ST & PINE ST, PennDOT Location ID # 19

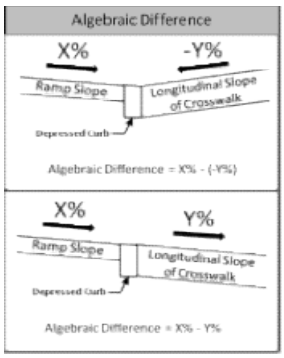
*Date of Design (yyyy mm dd)	2024	01	15		
Designer 1	Andrew Picasso Gannett Fleming				
Designer 2	Chris Gerber Gannett Fleming				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	4.80	%	0.90	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	11.9		
Intersection Ramp # of #	8	8			
*Ramp Location (Use Figure Below)		19			
*Curb Ramp Type	Type 1				

*North Leg	S 57TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	PINE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 57TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	PINE	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







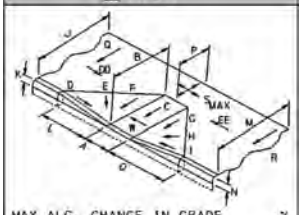


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-S57THSt-PINESt-S57THSt-PINESt-2024-01-15-19-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania
DEPARTMENT OF TRANSPORTATION

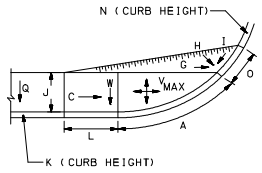
S 57TH ST & PINE ST, PennDOT Location ID # 19

☐ TYPE 1



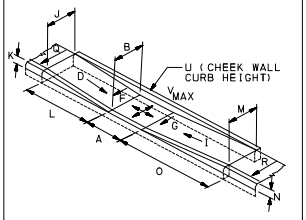
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



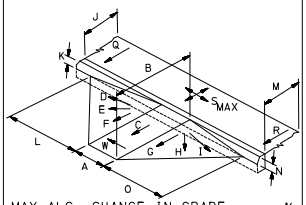
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



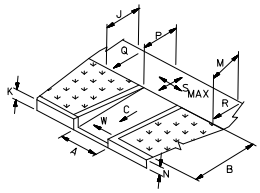
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



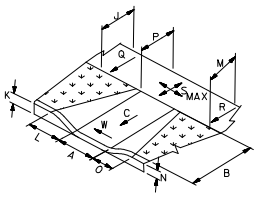
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



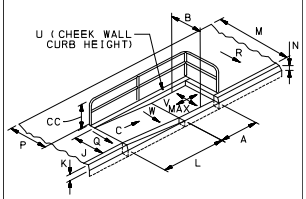
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



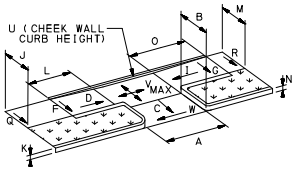
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



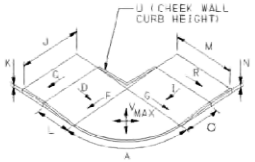
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



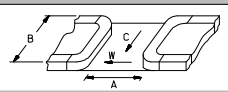
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

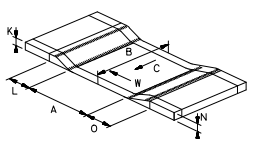
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	80	(IN)	
*	C	7.10	(%)	
*	D	6.90	(%)	
	E	8.20	(%)	
*	F	7.00	(%)	
*	G	7.30	(%)	
	H	9.20	(%)	
*	I	6.30	(%)	
*	J	48	(IN)	
	K	5	(IN)	
	L	55	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	75	(IN)	
*	P	48	(IN)	
*	Q	0.80	(%)	
*	R	1.50	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.30	(%)	
*	X		(IN)	
*	Y	120	(IN)	
*	YY	120	(IN)	
*	Z	999	(IN)	na
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.40	(%)	
*	EE	7.00	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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DEPARTMENT OF TRANSPORTATION

S 57TH ST & PINE ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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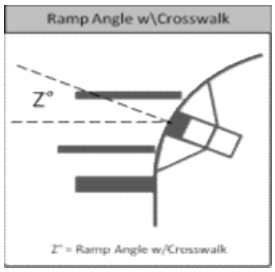
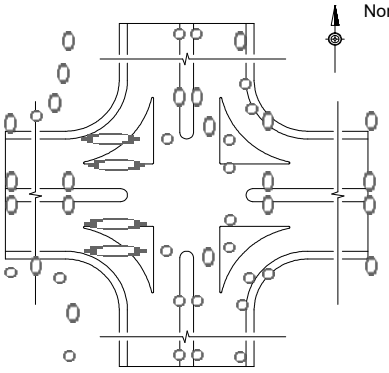
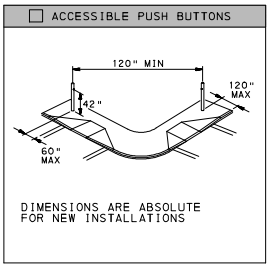
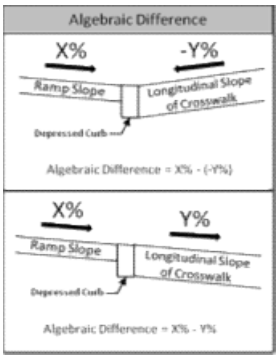
S 57TH ST & SPRUCE ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2024	01	15			
Designer 1	Andrew Picasso Gannett Fleming					
Designer 2	Chris Gerber Gannett Fleming					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	0.30	%	0.70	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	7.0			
Intersection Ramp # of #	2	7				
*Ramp Location (Use Figure Below)		07				
*Curb Ramp Type	Type 1					
*North Leg	S 57TH	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	SPRUCE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S 57TH	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	SPRUCE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







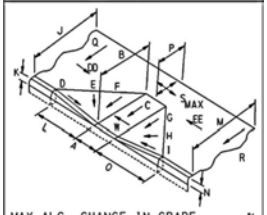


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S57THSt-SPRUCESt-S57THSt-SPRUCESt-2024-01-15-7-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

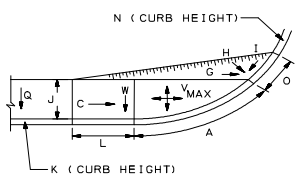
S 57TH ST & SPRUCE ST, PennDOT Location ID # 7

☐ TYPE 1



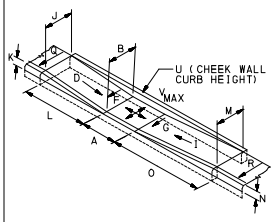
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



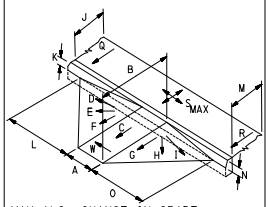
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



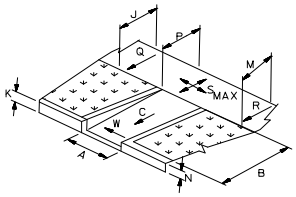
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



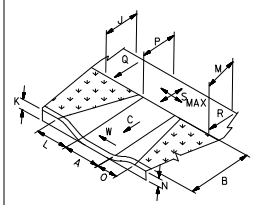
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



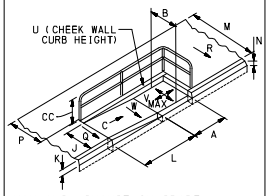
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



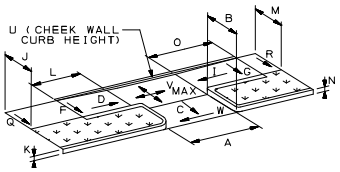
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



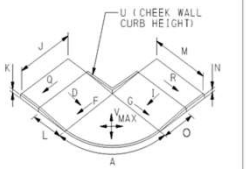
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



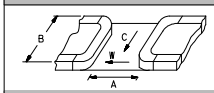
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

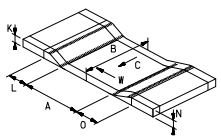
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	87	(IN)	
*	C	6.70	(%)	
*	D	5.30	(%)	
	E	5.80	(%)	
*	F	6.30	(%)	
*	G	7.00	(%)	
	H	7.40	(%)	
*	I	9.60	(%)	
*	J	48	(IN)	
	K	4	(IN)	
	L	53	(IN)	
*	M	48	(IN)	
	N	2	(IN)	
	O	33	(IN)	
*	P	48	(IN)	
*	Q	1.80	(%)	
*	R	3.50	(%)	
*	S	1.20	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.70	(%)	
*	X		(IN)	
*	Y	120	(IN)	
*	YY	120	(IN)	
*	Z	999	(IN)	na
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.00	(%)	
*	EE	0.60	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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DEPARTMENT OF TRANSPORTATION

S 57TH ST & SPRUCE ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

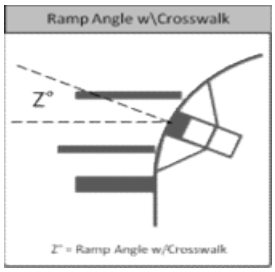
Insert Picture 6

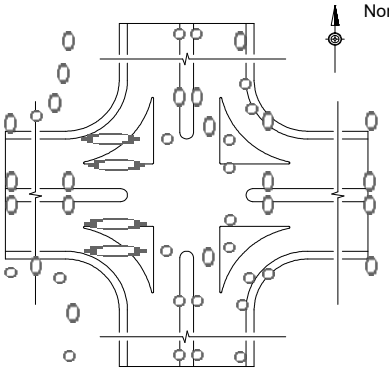
pennsylvania DEPARTMENT OF TRANSPORTATION

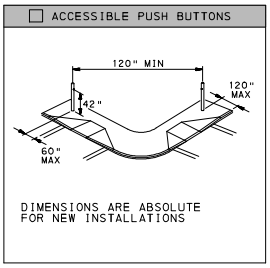
S 16TH ST & SHUNK ST, PennDOT Location ID # 7

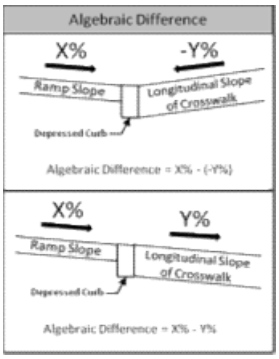
*Date of Design (yyyy mm dd)	2024	01	15		
Designer 1	Eric Long JJA				
Designer 2	Tyree Brown JJA				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	6.20	%	1.70	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	13.0		
Intersection Ramp # of #	3	8			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				

*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	SHUNK	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 16TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	SHUNK	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







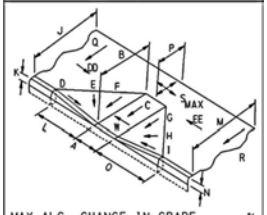


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S16THSt-SHUNKSt-S16THSt-SHUNKSt-2024-01-15-7-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

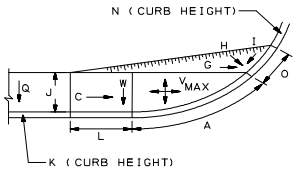
S 16TH ST & SHUNK ST, PennDOT Location ID # 7

☐ TYPE 1



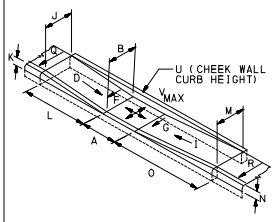
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



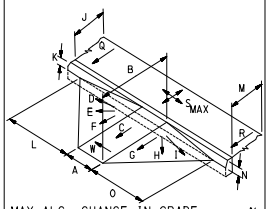
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



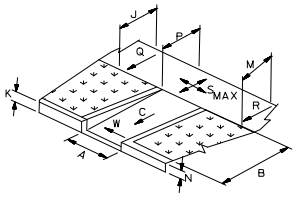
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



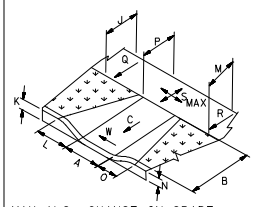
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



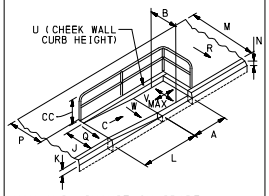
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



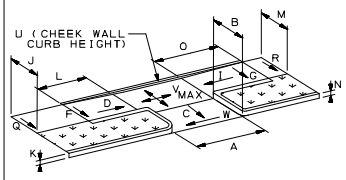
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



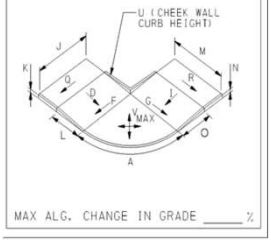
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



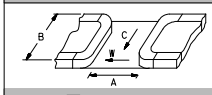
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

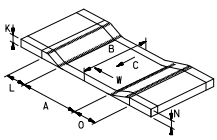
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	64	(IN)	
*	C	6.80	(%)	
*	D	4.40	(%)	
	E	5.30	(%)	
*	F	5.50	(%)	
*	G	7.60	(%)	
	H	7.10	(%)	
*	I	3.90	(%)	
*	J	70	(IN)	
	K	2	(IN)	
	L	50	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	48	(IN)	
*	P	84	(IN)	
*	Q	3.50	(%)	
*	R	4.90	(%)	
*	S	1.90	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	No stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.80	(%)	
*	EE	0.20	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

S 16TH ST & SHUNK ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

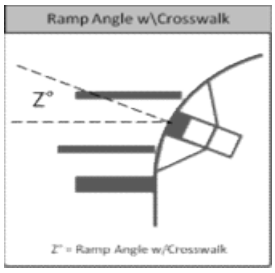
Insert Picture 6

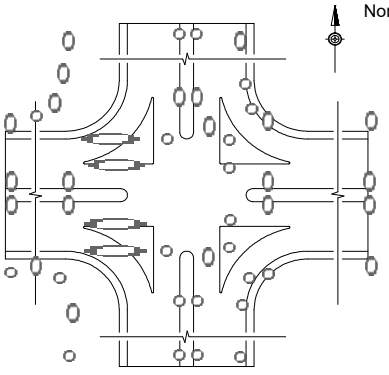
pennsylvania DEPARTMENT OF TRANSPORTATION

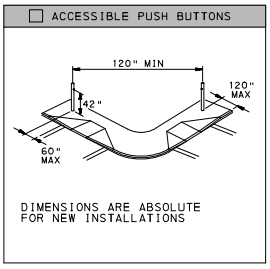
S 16TH ST & SHUNK ST, PennDOT Location ID # 9

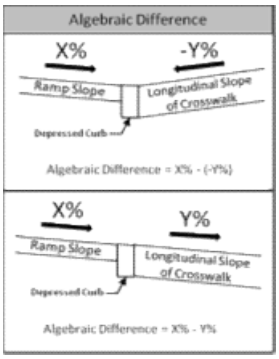
*Date of Design (yyyy mm dd)	2024	01	15			
Designer 1	chris gerber GF					
Designer 2	Eric Long JJA					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.90	%	1.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.2			
Intersection Ramp # of #	4	8				
*Ramp Location (Use Figure Below)	09					
*Curb Ramp Type	Type 1					

*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		







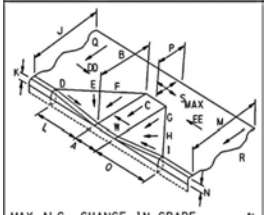


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S16THSt-2024-01-15-9-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

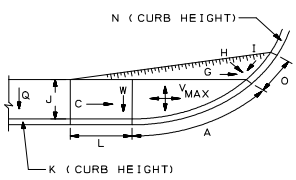
S 16TH ST & SHUNK ST, PennDOT Location ID # 9

☐ TYPE 1



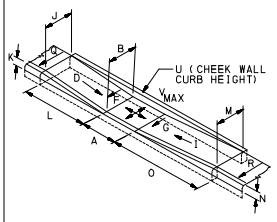
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



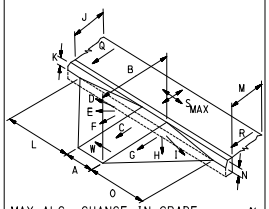
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



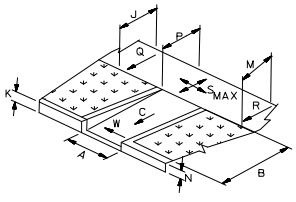
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



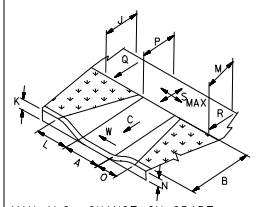
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



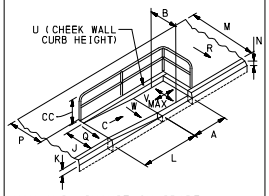
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



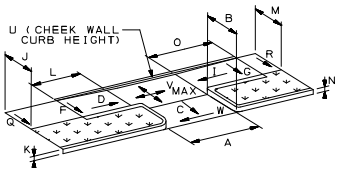
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



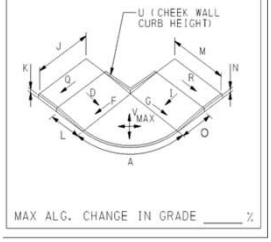
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



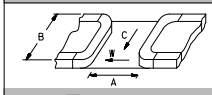
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

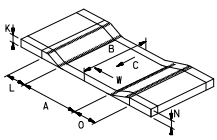
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		Comments
*	A	48 (IN)	
*	B	73 (IN)	
*	C	5.30 (%)	
*	D	4.90 (%)	
	E	6.50 (%)	
*	F	7.80 (%)	
*	G	7.30 (%)	
	H	8.00 (%)	
*	I	6.10 (%)	
*	J	90 (IN)	
	K	5 (IN)	
	L	55 (IN)	
*	M	90 (IN)	
	N	2 (IN)	
	O	49 (IN)	
*	P	48 (IN)	
*	Q	4.90 (%)	
*	R	5.50 (%)	
*	S	1.00 (%)	TIF indicates acceptable up to 5%
	T	(IN)	
	U	(IN)	
*	V	(%)	
*	W	0.50 (%)	
*	X	(IN)	
*	Y	(IN)	
*	YY	120 (IN)	
*	Z	(IN)	
*	ZZ	48 (IN)	
*	AA	(IN)	
*	BB	(IN)	
	CC	(IN)	
*	DD	5.50 (%)	
*	EE	3.60 (%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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DEPARTMENT OF TRANSPORTATION

S 16TH ST & SHUNK ST, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

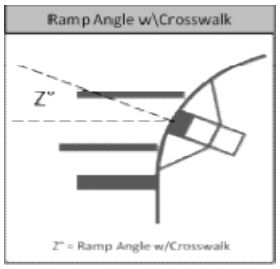
Insert Picture 6

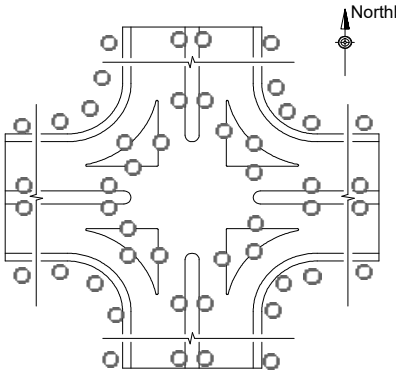
pennsylvania
DEPARTMENT OF TRANSPORTATION

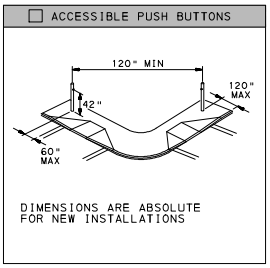
S 16TH ST & SHUNK ST, PennDOT Location ID # 17

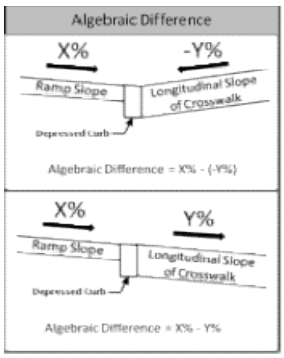
*Date of Design (yyyy mm dd)	2024	02	09		
Designer 1	Eric Long JJA				
Designer 2	Tyree Brown JJA				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	4.40	%	1.20	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	12.6		
Intersection Ramp # of #	7	8			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 1				

*North Leg	S 16TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	SHUNK	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 16TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	SHUNK	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







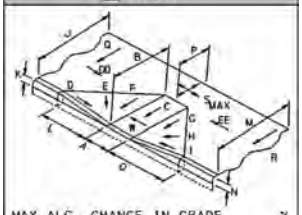


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S16THSt-SHUNKSt-S16THSt-SHUNKSt-2024-02-09-17-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

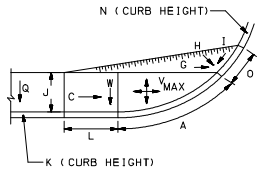
S 16TH ST & SHUNK ST, PennDOT Location ID # 17

☐ TYPE 1



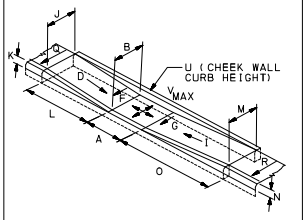
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



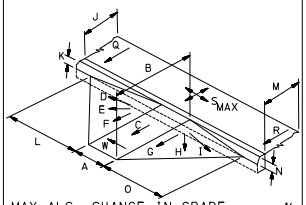
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



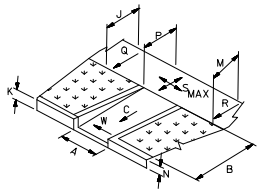
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



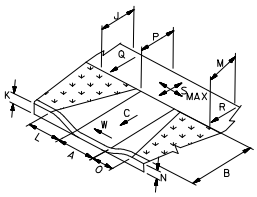
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



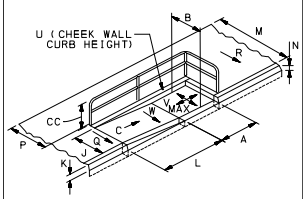
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



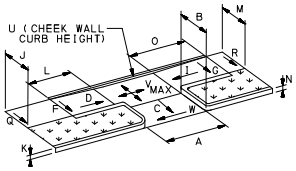
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



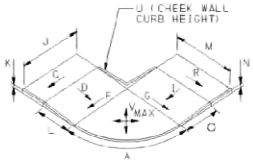
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



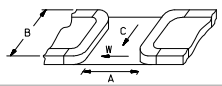
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

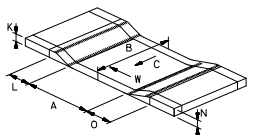
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	68	(IN)
*	C	8.20	(%)
*	D	7.00	(%)
	E	9.50	(%)
*	F	6.80	(%)
*	G	6.90	(%)
	H	9.50	(%)
*	I	8.90	(%)
*	J	60	(IN)
	K	3	(IN)
	L	48	(IN)
*	M	90	(IN)
	N	3	(IN)
	O	54	(IN)
*	P	48	(IN)
*	Q	0.40	(%)
*	R	0.60	(%)
*	S	0.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.80	(%)
*	EE	1.10	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

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DEPARTMENT OF TRANSPORTATION

S 16TH ST & SHUNK ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

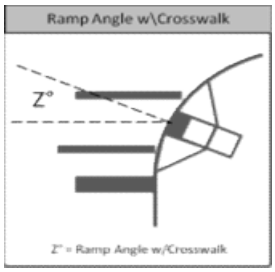
Insert Picture 3

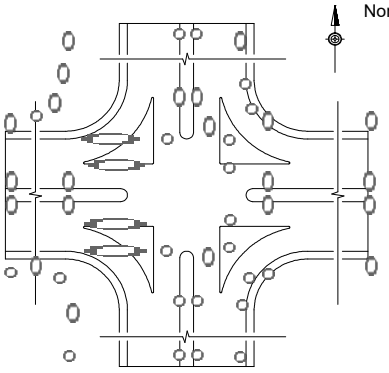
Insert Picture 6

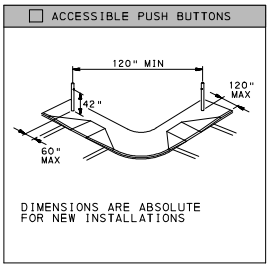
pennsylvania DEPARTMENT OF TRANSPORTATION

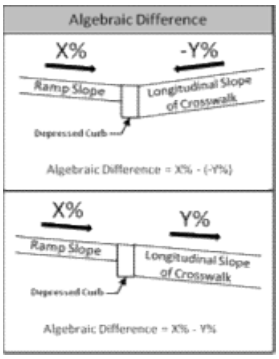
S 23RD ST & WOLF ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2024	06	20			
Designer 1	ERIC LONG JJA					
Designer 2	- -					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	5.80	%	0.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		15	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	12.0			
Intersection Ramp # of #	8	8				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	S 23RD	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	WOLF	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S 23RD	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	WOLF	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







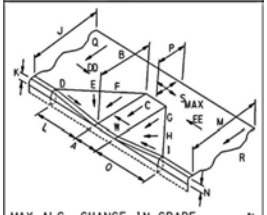


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S23RDSt-WOLFSt-S23RDSt-WOLFSt-2024-06-20-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

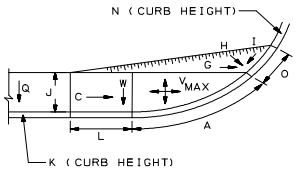
S 23RD ST & WOLF ST, PennDOT Location ID # 19

☐ TYPE 1



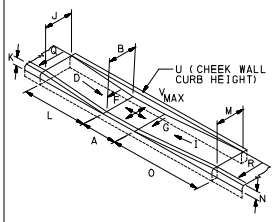
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



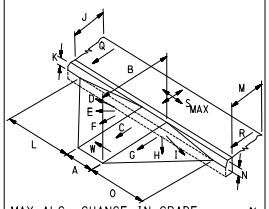
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



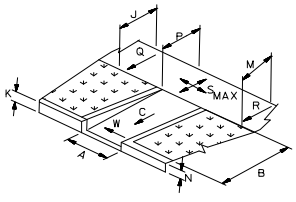
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



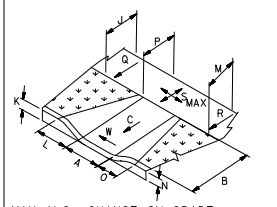
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



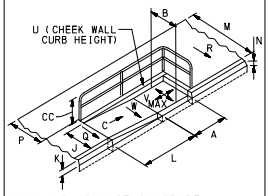
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



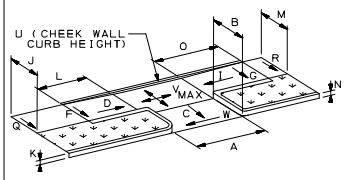
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



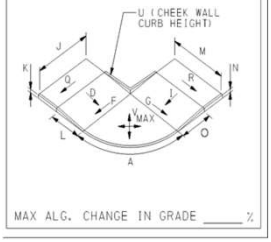
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



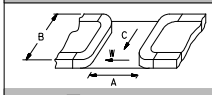
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

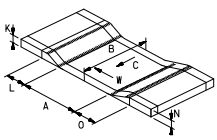
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	40	(IN)
*	C	6.20	(%)
*	D	7.30	(%)
	E	6.80	(%)
*	F	6.20	(%)
*	G	7.70	(%)
	H	8.40	(%)
*	I	6.70	(%)
*	J	90	(IN)
	K	2	(IN)
	L	32	(IN)
*	M	75	(IN)
	N	3	(IN)
	O	48	(IN)
*	P	60	(IN)
*	Q	1.00	(%)
*	R	4.00	(%)
*	S	1.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.50	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.10	(%)
*	EE	0.50	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments

C-06-101-60000-S23RDSt-WOLFSt-S23RDSt-WOLFSt-2024-06-20-19-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

S 23RD ST & WOLF ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

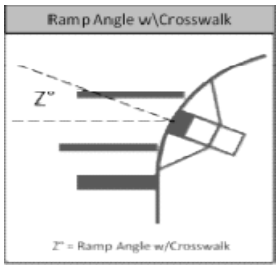
Insert Picture 3

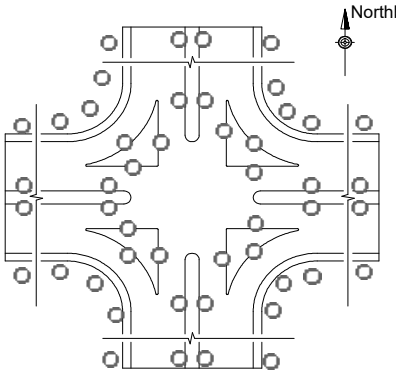
Insert Picture 6

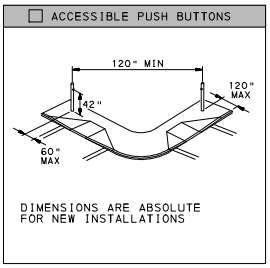
pennsylvania
DEPARTMENT OF TRANSPORTATION

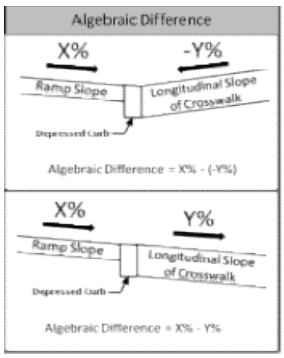
S 16TH ST & WOLF ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2024	02	09		
Designer 1	Eric Long JJA				
Designer 2	Tyree Brown JJA				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	5.60	%	1.50	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	13.2		
Intersection Ramp # of #	6	8			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg	S 16TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	WOLF	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	S 16TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	WOLF	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







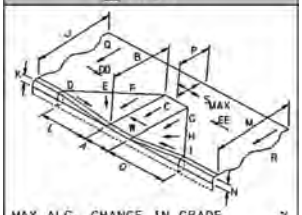


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-S16THSt-WOLFSt-S16THSt-WOLFSt-2024-02-09-14-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania DEPARTMENT OF TRANSPORTATION

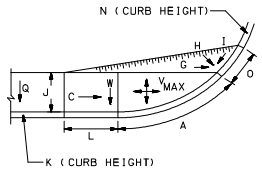
S 16TH ST & WOLF ST, PennDOT Location ID # 14

☐ TYPE 1



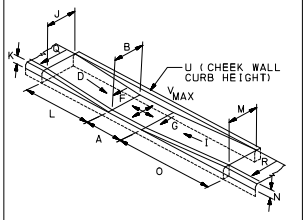
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



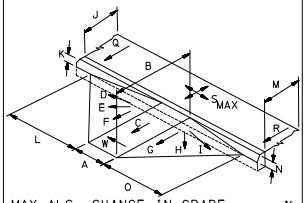
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



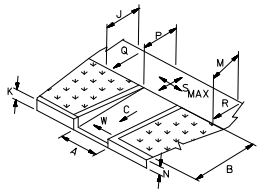
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



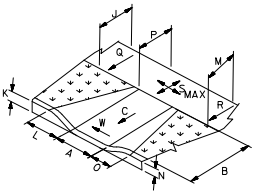
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



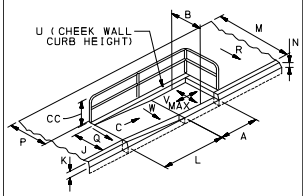
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



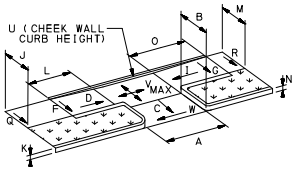
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



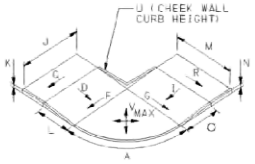
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



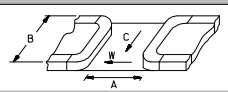
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

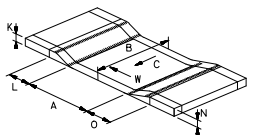
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	65	(IN)
*	C	7.60	(%)
*	D	4.60	(%)
	E	7.50	(%)
*	F	7.00	(%)
*	G	8.00	(%)
	H	11.10	(%)
*	I	9.50	(%)
*	J	60	(IN)
	K	4	(IN)
	L	49	(IN)
*	M	60	(IN)
	N	3	(IN)
	O	48	(IN)
*	P	48	(IN)
*	Q	1.60	(%)
*	R	2.00	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.20	(%)
*	EE	0.40	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

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DEPARTMENT OF TRANSPORTATION

S 16TH ST & WOLF ST, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

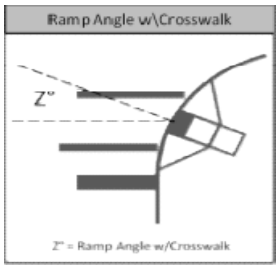
Insert Picture 3

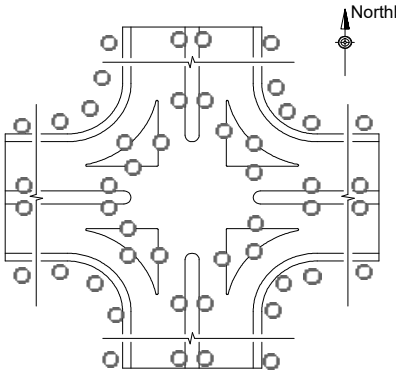
Insert Picture 6

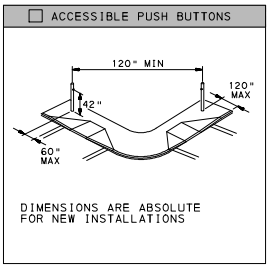
pennsylvania DEPARTMENT OF TRANSPORTATION

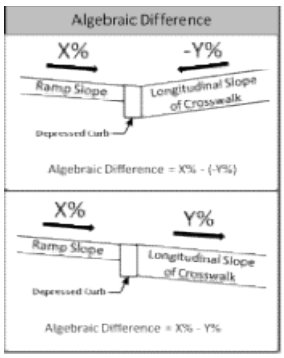
S 16TH ST & WOLF ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)		2024	02	09		
Designer 1		Eric Long JJA				
Designer 2		Tyree Brown JJA				
*Engineering District Code		06 - District 6-0				
*County Name		Philadelphia				
*County Code (auto)		101				
*Municipality Name		Philadelphia City				
*Municipality Code (auto)		60000				
Construction Phase		Constructed				
Ramp Crosses		Local Road				
Photo Log Number		N/A				
Number of Photos		2				
Ramp Surface		Concrete				
Surface Stable, Firm, and Slip Resistant		YES				
Elevation Differences > 1/4"		NO		(X/16")		
Grate Openings or Gaps > 1/2"		NO		(X/16")		
Utilities in Path of Travel		NO				
Water Ponding in Path of Travel		NO				
Detectable Warning Surface (DWS)		YES				
DWS type		Cast Iron				
Pedestrian Crossing and Type		YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path		YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp		3.70	%	1.80	%	
Turning Maneuver in Street		NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)		YES	Comments:			
ECMS #		Alg Δ Grade (%)	11.3			
Intersection Ramp # of #		7	8			
*Ramp Location (Use Figure Below)			17			
*Curb Ramp Type	Type 1					
*North Leg	S 16TH	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	WOLF	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S 16TH	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	WOLF	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







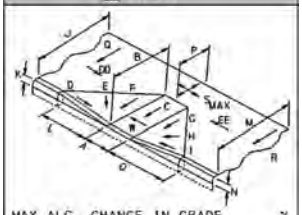


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons		N/A		
Sketch Used To Collect Field Information		No		
Asset # (auto)	C-06-101-60000-S16THSt-WOLFSt-S16THSt-WOLFSt-2024-02-09-17-Type1			
Status	Current			
Archive Ramp at location #:		N/A		
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

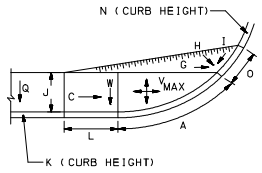
S 16TH ST & WOLF ST, PennDOT Location ID # 17

☐ TYPE 1



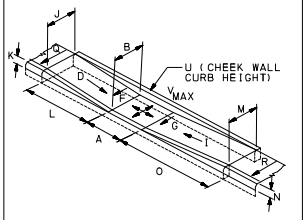
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



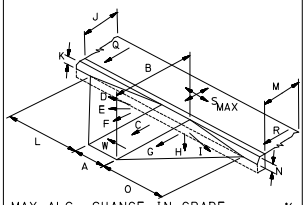
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



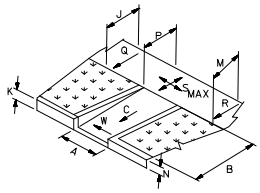
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



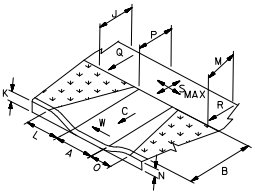
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



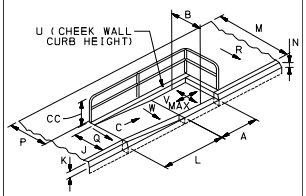
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



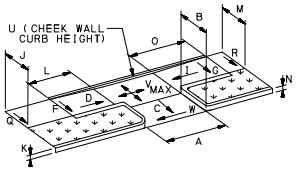
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



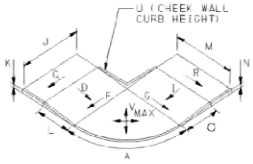
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



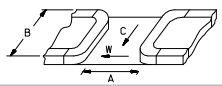
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

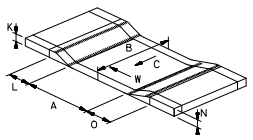
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	51	(IN)
*	C	8.20	(%)
*	D	6.40	(%)
	E	8.00	(%)
*	F	6.90	(%)
*	G	7.60	(%)
	H	10.30	(%)
*	I	8.70	(%)
*	J	50	(IN)
	K	3	(IN)
	L	46	(IN)
*	M	100	(IN)
	N	3	(IN)
	O	50	(IN)
*	P	48	(IN)
*	Q	3.20	(%)
*	R	2.50	(%)
*	S	0.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.10	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.10	(%)
*	EE	1.30	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

pennsylvania
DEPARTMENT OF TRANSPORTATION

S 16TH ST & WOLF ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

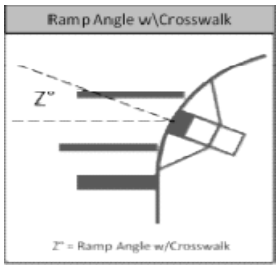
Insert Picture 3

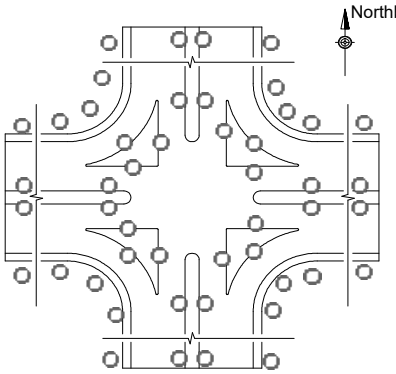
Insert Picture 6

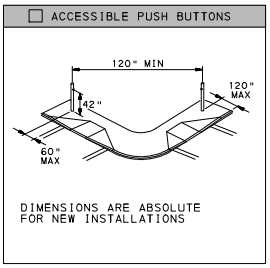
pennsylvania
DEPARTMENT OF TRANSPORTATION

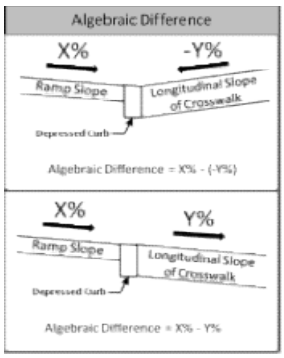
S 16TH ST & WOLF ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)		2024	02	09		
Designer 1		Eric Long JJA				
Designer 2		Tyree Brown JJA				
*Engineering District Code		06 - District 6-0				
*County Name		Philadelphia				
*County Code (auto)		101				
*Municipality Name		Philadelphia City				
*Municipality Code (auto)		60000				
Construction Phase		Constructed				
Ramp Crosses		Local Road				
Photo Log Number		N/A				
Number of Photos		2				
Ramp Surface		Concrete				
Surface Stable, Firm, and Slip Resistant		YES				
Elevation Differences > 1/4"		NO		(X/16")		
Grate Openings or Gaps > 1/2"		NO		(X/16")		
Utilities in Path of Travel		NO				
Water Ponding in Path of Travel		NO				
Detectable Warning Surface (DWS)		YES				
DWS type		Cast Iron				
Pedestrian Crossing and Type		YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path		YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp		1.30	%	0.50	%	
Turning Maneuver in Street		NO	Ramp Angle with Crosswalk		18	degrees
Turning Maneuver at Top of Ramp (Smax)		YES	Comments:			
ECMS #		Alg Δ Grade (%)	6.3			
Intersection Ramp # of #		8	8			
*Ramp Location (Use Figure Below)			19			
*Curb Ramp Type	Type 1					
*North Leg	S 16TH	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	WOLF	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S 16TH	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	WOLF	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







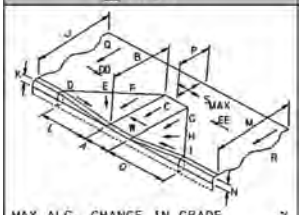


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons		N/A		
Sketch Used To Collect Field Information		No		
Asset # (auto)	C-06-101-60000-S16THSt-WOLFSt-S16THSt-WOLFSt-2024-02-09-19-Type1			
Status	Current			
Archive Ramp at location #:		N/A		
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

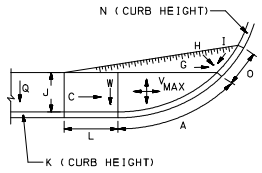
S 16TH ST & WOLF ST, PennDOT Location ID # 19

☐ TYPE 1



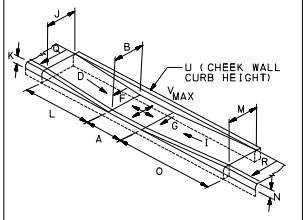
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



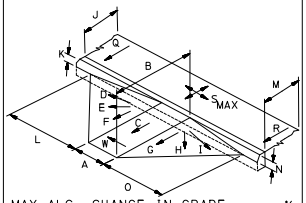
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



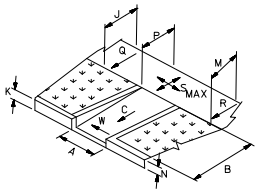
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



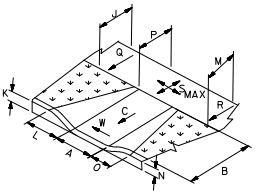
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



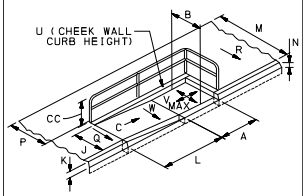
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



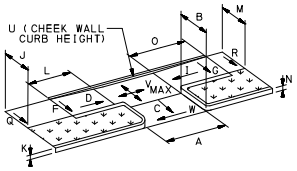
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



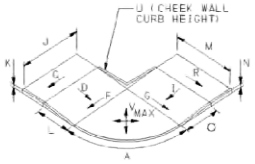
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



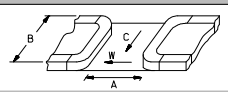
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

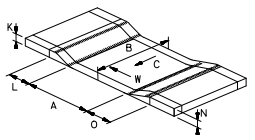
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	64	(IN)
*	C	6.50	(%)
*	D	7.60	(%)
	E	5.90	(%)
*	F	5.70	(%)
*	G	6.10	(%)
	H	9.00	(%)
*	I	8.90	(%)
*	J	50	(IN)
	K	2	(IN)
	L	36	(IN)
*	M	100	(IN)
	N	4	(IN)
	O	46	(IN)
*	P	48	(IN)
*	Q	3.20	(%)
*	R	2.50	(%)
*	S	1.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	144	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.10	(%)
*	EE	1.30	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

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DEPARTMENT OF TRANSPORTATION

S 16TH ST & WOLF ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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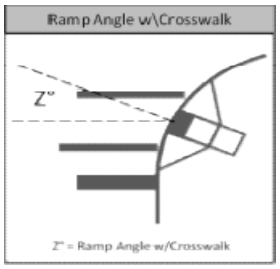
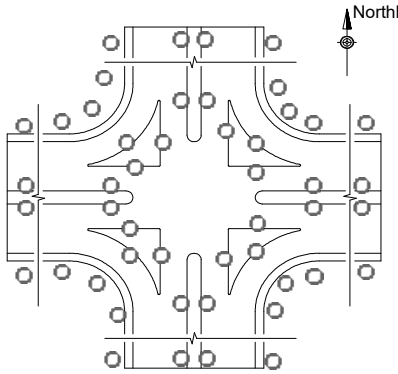
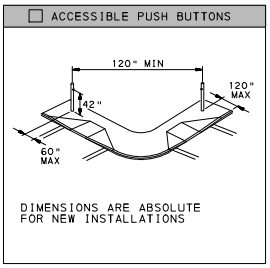
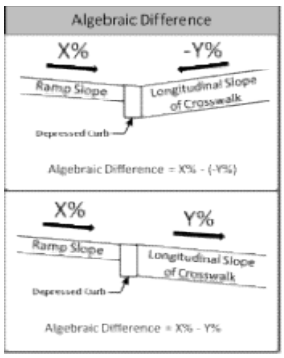
S 66TH ST & BUIST AVE, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)		2023	10	04		
Designer 1		Brian T. Donahue Tony DePaul & Son				
Designer 2		Brian T. Donahue Tony DePaul & Son				
*Engineering District Code		06 - District 6-0				
*County Name		Philadelphia				
*County Code (auto)		101				
*Municipality Name		Philadelphia City				
*Municipality Code (auto)		60000				
Construction Phase		Constructed				
Ramp Crosses		Local Road				
Photo Log Number		N/A				
Number of Photos		4				
Ramp Surface		Concrete				
Surface Stable, Firm, and Slip Resistant		YES				
Elevation Differences > 1/4"		NO		(X/16")		
Grate Openings or Gaps > 1/2"		NO		(X/16")		
Utilities in Path of Travel		NO				
Water Ponding in Path of Travel		NO				
Detectable Warning Surface (DWS)		YES				
DWS type		PolCom				
Pedestrian Crossing and Type		YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path		YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp		1.70	%	0.70	%	
Turning Maneuver in Street		NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)		YES	Comments:			
ECMS #		Alg Δ Grade (%)	7.9			
Intersection Ramp # of #		3	4			
*Ramp Location (Use Figure Below)			17			
*Curb Ramp Type	Type 1					
*North Leg	S 66TH	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	BUIST	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	S 66TH	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	BUIST	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







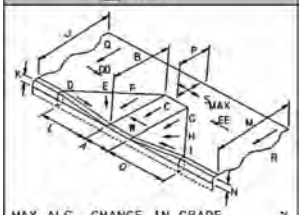


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons		N/A		
Sketch Used To Collect Field Information		No		
Asset # (auto)	C-06-101-60000-S66THSt-BUISTAve-S66THSt-BUISTAve-2023-10-04-17-Type1			
Status	Current			
Archive Ramp at location #:		N/A		
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

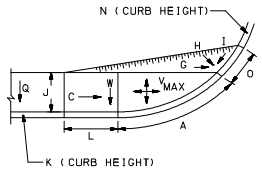
S 66TH ST & BUIST AVE, PennDOT Location ID # 17

☐ TYPE 1



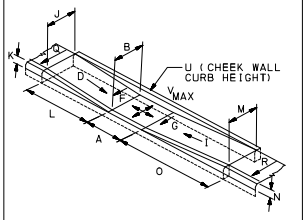
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



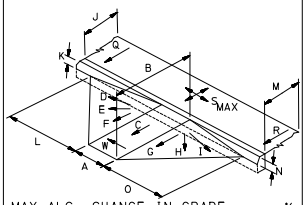
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



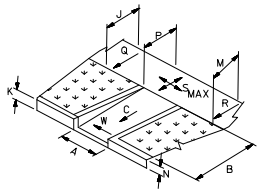
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



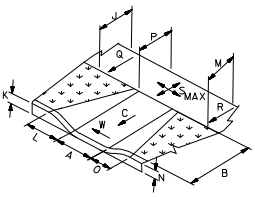
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



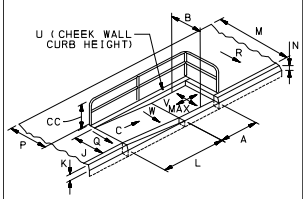
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



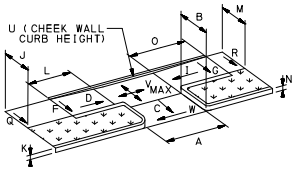
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



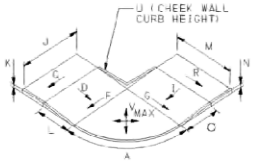
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



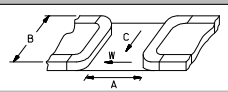
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

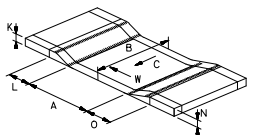
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	6.20	(%)
*	D	3.80	(%)
	E	3.90	(%)
*	F	3.60	(%)
*	G	7.90	(%)
	H	6.00	(%)
*	I	5.80	(%)
*	J	94	(IN)
	K	4	(IN)
	L	44	(IN)
*	M	201	(IN)
	N	2	(IN)
	O	32	(IN)
*	P	65	(IN)
*	Q	3.10	(%)
*	R	1.70	(%)
*	S	1.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.10	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	4.10	(%)
*	EE	2.50	(%)

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	0.10	(%)

Comments ▲

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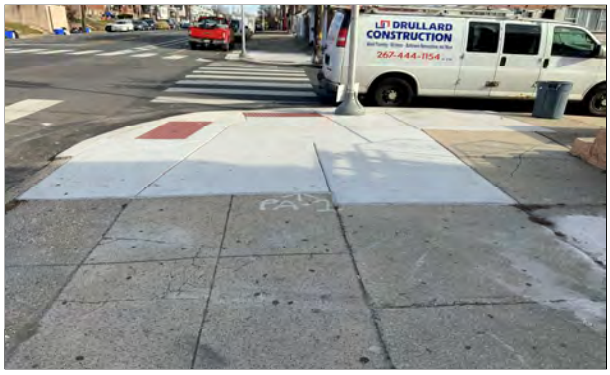
DEPARTMENT OF TRANSPORTATION

S 66TH ST & BUIST AVE, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2



Insert Picture 5

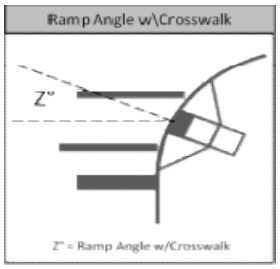
Insert Picture 3

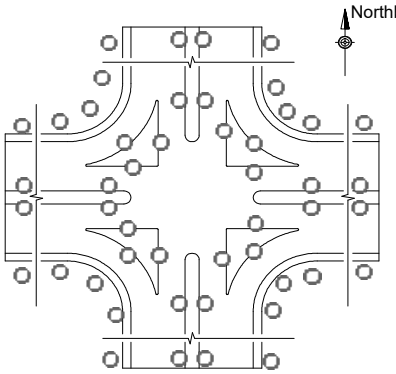
Insert Picture 6

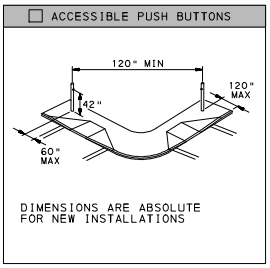
pennsylvania DEPARTMENT OF TRANSPORTATION

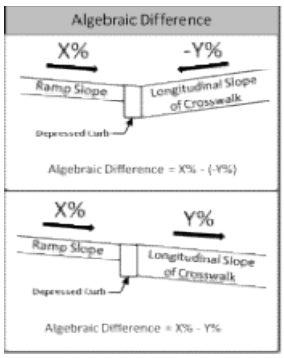
S 62ND ST & DICKS AVE, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)		2023	10	04		
Designer 1		Brian T. Donahue Tony DePaul & Son				
Designer 2		Brian T. Donahue Tony DePaul & Son				
*Engineering District Code		06 - District 6-0				
*County Name		Philadelphia				
*County Code (auto)		101				
*Municipality Name		Philadelphia City				
*Municipality Code (auto)		60000				
Construction Phase		Constructed				
Ramp Crosses		State Route				
Photo Log Number		N/A				
Number of Photos		5				
Ramp Surface		Concrete				
Surface Stable, Firm, and Slip Resistant		YES				
Elevation Differences > 1/4"		NO		(X/16")		
Grate Openings or Gaps > 1/2"		NO		(X/16")		
Utilities in Path of Travel		NO				
Water Ponding in Path of Travel		NO				
Detectable Warning Surface (DWS)		YES				
DWS type		PolCom				
Pedestrian Crossing and Type		YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path		YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp		1.60	%	2.00	%	
Turning Maneuver in Street		NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)		YES	Comments:			
ECMS #		Alg Δ Grade (%)	7.9			
Intersection Ramp # of #		1	8			
*Ramp Location (Use Figure Below)			02			
*Curb Ramp Type	Type 1					
*North Leg	S 62ND	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	DICKS	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	S 62ND	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	DICKS	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







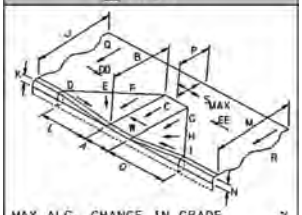


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons		N/A		
Sketch Used To Collect Field Information		No		
Asset # (auto)	C-06-101-60000-S62NDSt-DICKSAve-S62NDSt-DICKSAve-2023-10-04-2-Type1			
Status	Current			
Archive Ramp at location #:		N/A		
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

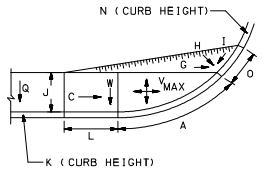
S 62ND ST & DICKS AVE, PennDOT Location ID # 2

☐ TYPE 1



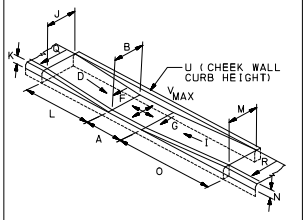
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



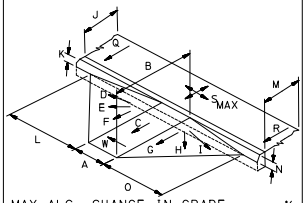
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



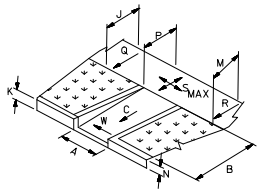
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



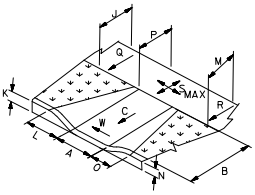
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



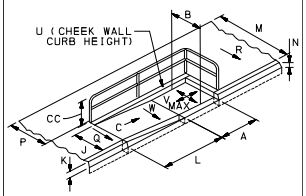
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



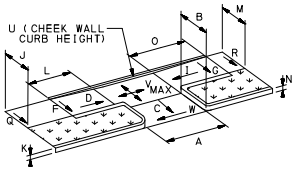
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



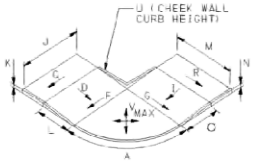
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



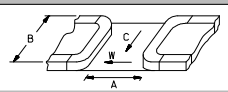
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

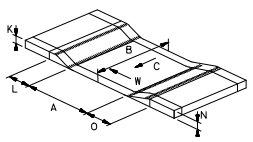
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	36	(IN)
*	C	6.30	(%)
*	D	8.30	(%)
	E	4.20	(%)
*	F	3.50	(%)
*	G	6.10	(%)
	H	8.80	(%)
*	I	5.70	(%)
*	J	56	(IN)
	K	2	(IN)
	L	14	(IN)
*	M	90	(IN)
	N	2	(IN)
	O	36	(IN)
*	P	53	(IN)
*	Q	2.20	(%)
*	R	3.80	(%)
*	S	0.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.10	(%)
*	EE	2.30	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments ▲

pennsylvania
DEPARTMENT OF TRANSPORTATION

S 62ND ST & DICKS AVE, PennDOT Location ID # 2

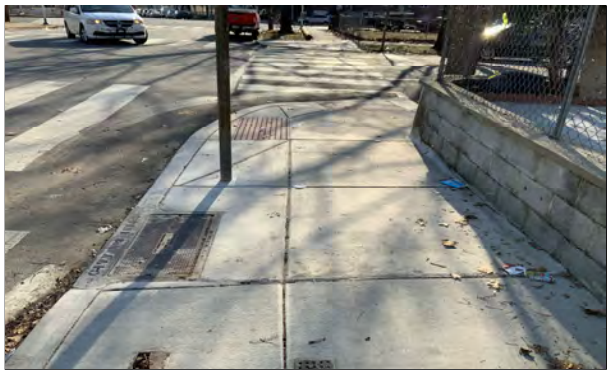
Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3



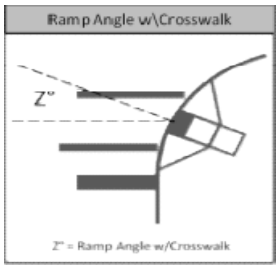
Insert Picture 6

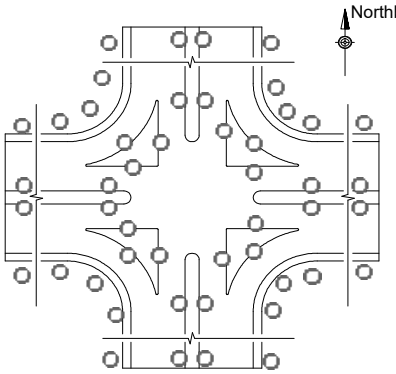
pennsylvania DEPARTMENT OF TRANSPORTATION

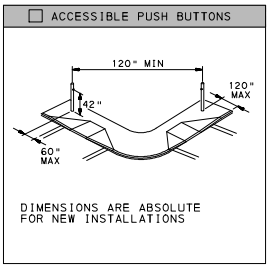
S 65TH ST & DICKS AVE, PennDOT Location ID # 12

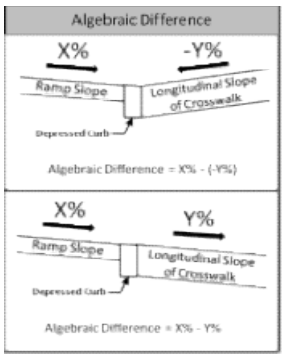
*Date of Design (yyyy mm dd)	2023	10	04		
Designer 1	Brian T. Donahue Tony DePaul & Son				
Designer 2	Brian T. Donahue Tony DePaul & Son				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	5.10	%	0.60	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	NO	Comments:			
ECMS #		Alg Δ Grade (%)	10.0		
Intersection Ramp # of #	3	4			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				

*North Leg	S 65TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	DICKS	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	S 65TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	DICKS	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		







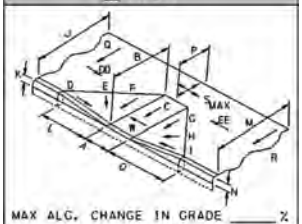


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-S65THSt-DICKSAve-S65THSt-DICKSAve-2023-10-04-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

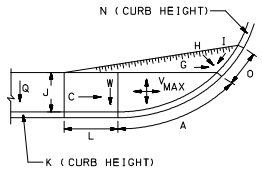
S 65TH ST & DICKS AVE, PennDOT Location ID # 12

☐ TYPE 1



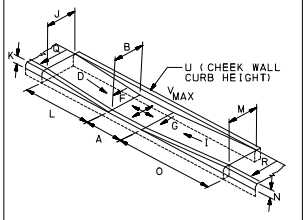
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



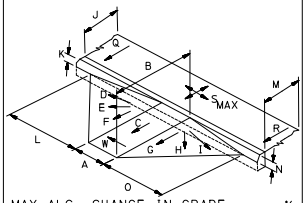
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



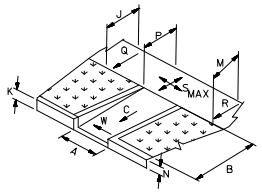
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



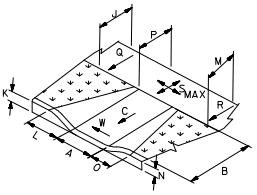
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



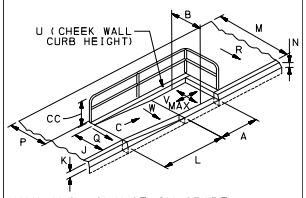
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



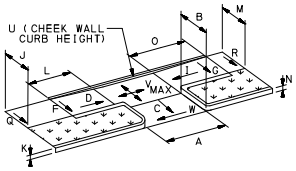
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



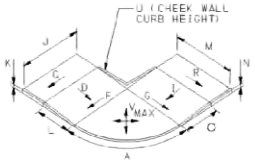
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



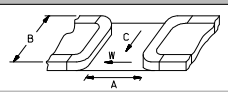
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

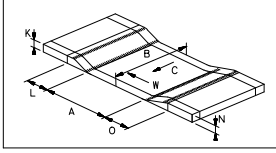
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	43	(IN)
*	C	4.90	(%)
*	D	7.60	(%)
	E	7.80	(%)
*	F	4.60	(%)
*	G	6.80	(%)
	H	6.40	(%)
*	I	5.40	(%)
*	J	133	(IN)
	K	2	(IN)
	L	36	(IN)
*	M	198	(IN)
	N	3	(IN)
	O	60	(IN)
*	P	59	(IN)
*	Q	3.40	(%)
*	R	3.30	(%)
*	S	0.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.80	(%)
*	EE	1.80	(%)

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	1.60	(%)

Comments ▲

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DEPARTMENT OF TRANSPORTATION

S 65TH ST & DICKS AVE, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

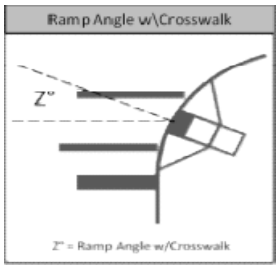
Insert Picture 3

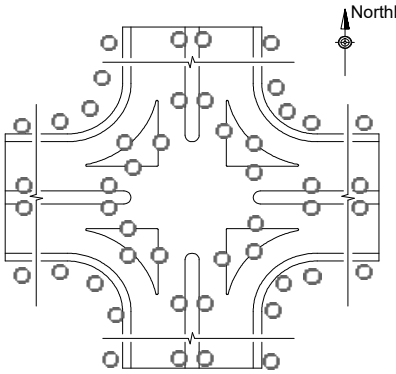
Insert Picture 6

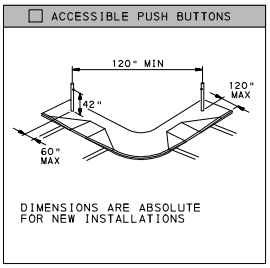
pennsylvania DEPARTMENT OF TRANSPORTATION

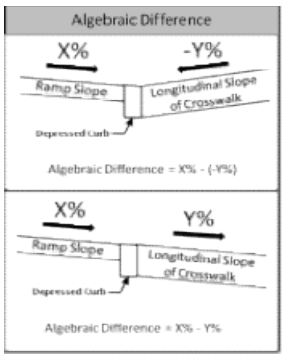
S 65TH ST & DICKS AVE, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2023	10	04		
Designer 1	Brian T. Donahue Tony DePaul & Son				
Designer 2	Brian T. Donahue Tony DePaul & Son				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.10	%	1.40	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	NO	Comments:			
ECMS #		Alg Δ Grade (%)	8.0		
Intersection Ramp # of #	4	4			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg	S 65TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	DICKS	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	S 65TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	DICKS	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				







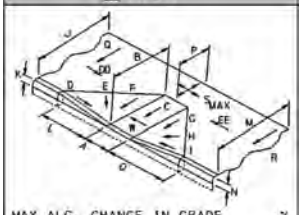


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-S65THSt-DICKSAve-S65THSt-DICKSAve-2023-10-04-14-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania
DEPARTMENT OF TRANSPORTATION

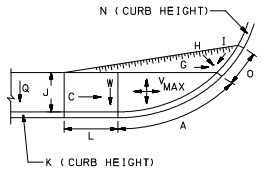
S 65TH ST & DICKS AVE, PennDOT Location ID # 14

☐ TYPE 1



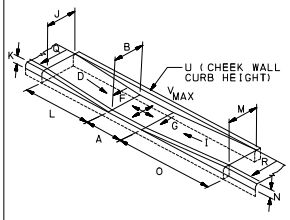
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



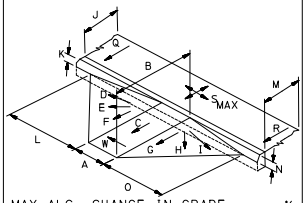
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



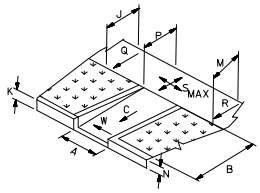
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



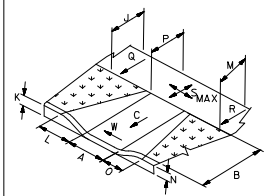
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



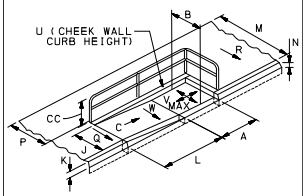
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



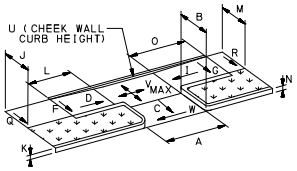
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



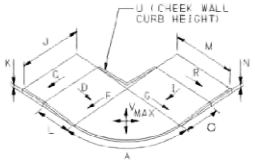
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



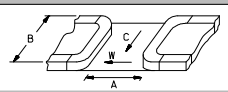
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

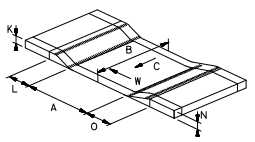
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	37	(IN)
*	C	6.50	(%)
*	D	8.30	(%)
	E	7.60	(%)
*	F	6.00	(%)
*	G	7.70	(%)
	H	8.40	(%)
*	I	7.10	(%)
*	J	133	(IN)
	K	3	(IN)
	L	50	(IN)
*	M	198	(IN)
	N	3	(IN)
	O	37	(IN)
*	P	55	(IN)
*	Q	3.40	(%)
*	R	3.30	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.80	(%)
*	EE	1.80	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

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DEPARTMENT OF TRANSPORTATION

S 65TH ST & DICKS AVE, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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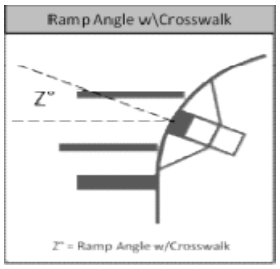
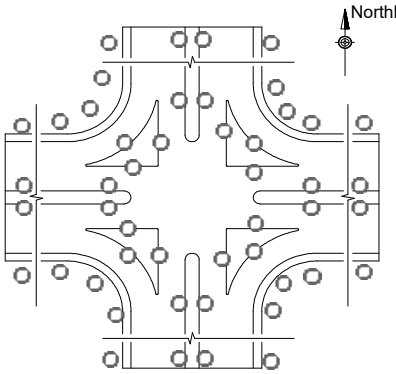
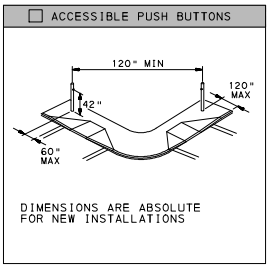
DEPARTMENT OF TRANSPORTATION

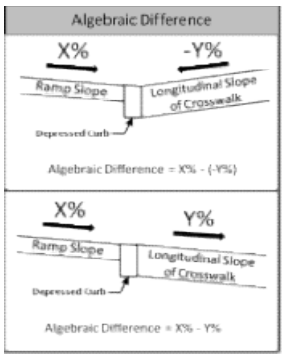
N 58TH ST & MALVERN AVE, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2023	10	04		
Designer 1	Brian T. Donahue Tony DePaul & Son				
Designer 2	Jefrey Tabar TPD				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	4				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	PolCom				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	0.50	%	1.80	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	5.9		
Intersection Ramp # of #	1	4			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				
*North Leg	N 58TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	MALVERN	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	N 58TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	MALVERN	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-N58THSt-MALVERNAve-N58THSt-MALVERNAve-2023-10-04-2-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

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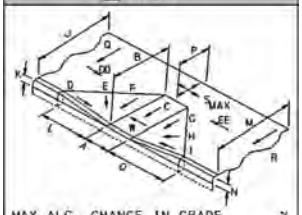
DEPARTMENT OF TRANSPORTATION

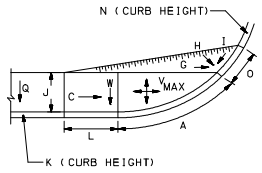
N 58TH ST & MALVERN AVE, PennDOT Location
ID # 2

☐ TYPE 1



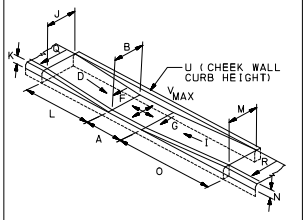
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



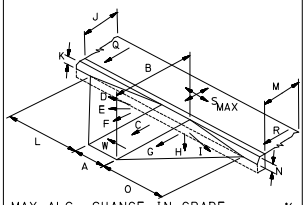
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



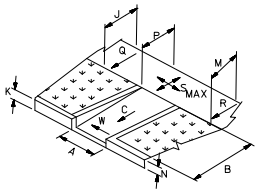
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



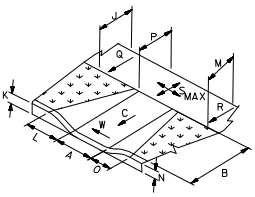
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



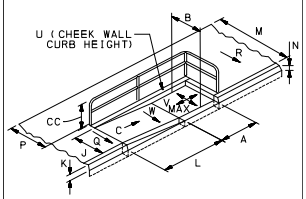
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



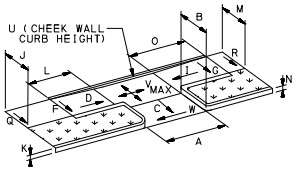
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



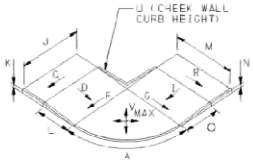
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



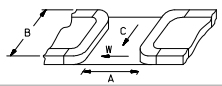
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

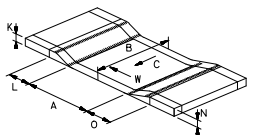
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	42	(IN)
*	C	4.90	(%)
*	D	2.30	(%)
	E	10.00	(%)
*	F	7.60	(%)
*	G	7.40	(%)
	H	5.40	(%)
*	I	4.60	(%)
*	J	82	(IN)
	K	2	(IN)
	L	37	(IN)
*	M	103	(IN)
	N	4	(IN)
	O	43	(IN)
*	P	48	(IN)
*	Q	3.20	(%)
*	R	2.90	(%)
*	S	1.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.10	(%)
*	EE	4.50	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments ▲

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DEPARTMENT OF TRANSPORTATION

N 58TH ST & MALVERN AVE, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

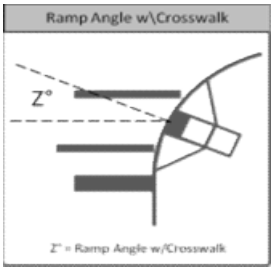
Insert Picture 3

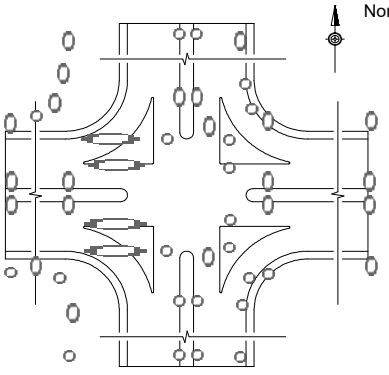
Insert Picture 6

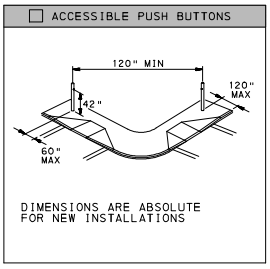
pennsylvania DEPARTMENT OF TRANSPORTATION

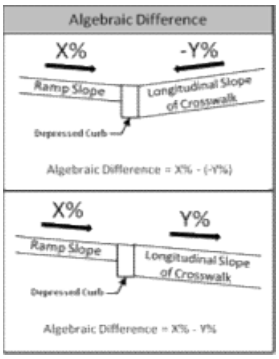
N 58TH ST & MALVERN AVE, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2023	10	04			
Designer 1	Brian T. Donahue Tony DePaul & Son					
Designer 2	Jefrey Tabar TPD					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	4					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.10	%	1.70	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	NO	Comments:				
ECMS #		Alg Δ Grade (%)	8.8			
Intersection Ramp # of #		2	4			
*Ramp Location (Use Figure Below)			04			
*Curb Ramp Type	Type 1					
*North Leg	N 58TH	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	MALVERN	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	N 58TH	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	MALVERN	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







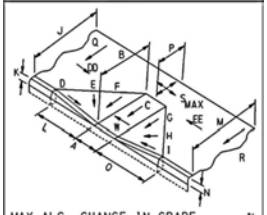


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N58THSt-MALVERNAve-N58THSt-MALVERNAve-2023-10-04-4-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

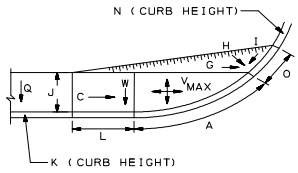
N 58TH ST & MALVERN AVE, PennDOT Location
ID # 4

☐ TYPE 1



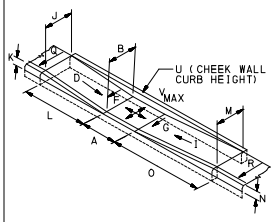
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



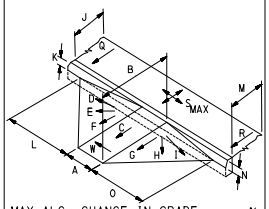
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



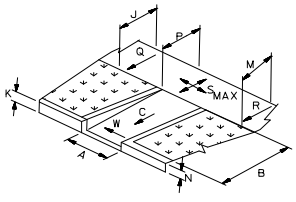
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



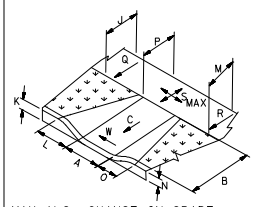
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



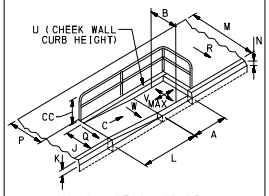
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



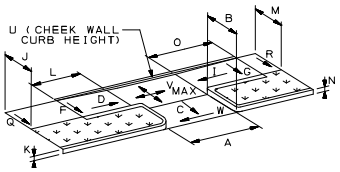
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



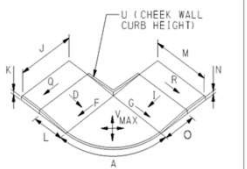
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



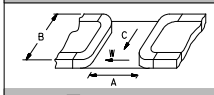
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

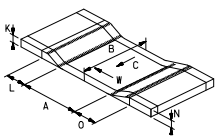
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	7.70	(%)
*	D	0.10	(%)
	E	5.50	(%)
*	F	5.60	(%)
*	G	7.70	(%)
	H	10.20	(%)
*	I	9.10	(%)
*	J	82	(IN)
	K	3	(IN)
	L	45	(IN)
*	M	103	(IN)
	N	2	(IN)
	O	40	(IN)
*	P	49	(IN)
*	Q	3.20	(%)
*	R	2.90	(%)
*	S	1.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.80	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.10	(%)
*	EE	4.50	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments

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DEPARTMENT OF TRANSPORTATION

N 58TH ST & MALVERN AVE, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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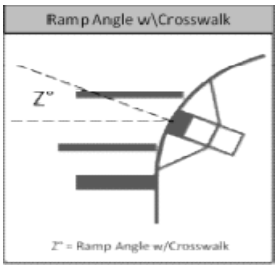
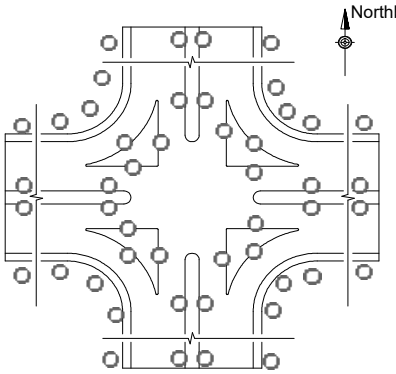
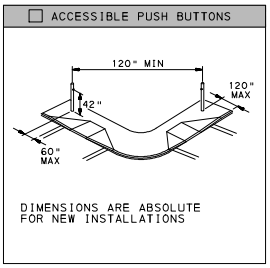
DEPARTMENT OF TRANSPORTATION

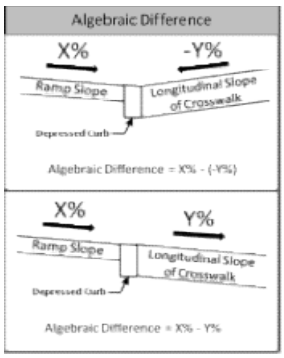
LLOYD ST & PASCHALL AVE, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2023	10	04			
Designer 1	Brian T. Donahue Tony DePaul & Son					
Designer 2	Brian T. Donahue Tony DePaul & Son					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	6					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	0.30	%	0.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	0.0			
Intersection Ramp # of #	1	1				
*Ramp Location (Use Figure Below)		04				
*Curb Ramp Type	Type 1					
*North Leg	LLOYD	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	PASCHALL	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	LLOYD	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	PASCHALL	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-LLOYDSt-PASCHALLAve-LLOYDSt-PASCHALLAve-2023-10-04-4-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

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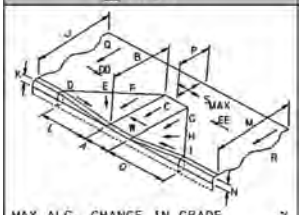
DEPARTMENT OF TRANSPORTATION

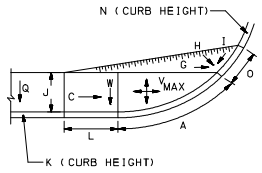
LLOYD ST & PASCHALL AVE, PennDOT Location ID # 4

☐ TYPE 1



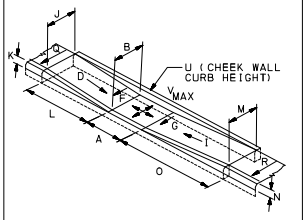
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



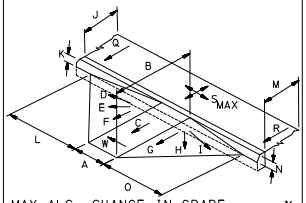
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



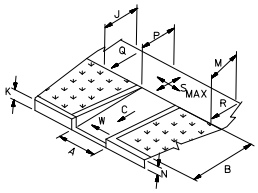
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



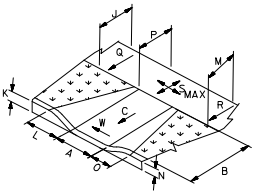
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



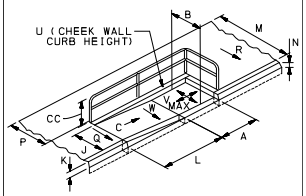
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



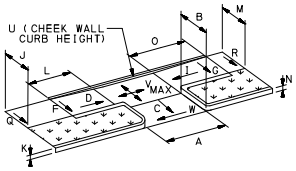
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



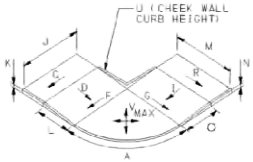
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



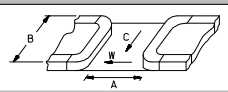
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

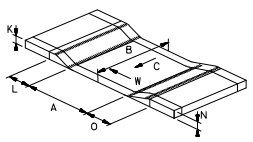
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	30	(IN)
*	C	1.90	(%)
*	D	2.40	(%)
	E	0.40	(%)
*	F	0.90	(%)
*	G	5.00	(%)
	H	2.20	(%)
*	I	1.30	(%)
*	J	112	(IN)
	K	3	(IN)
	L	35	(IN)
*	M	65	(IN)
	N	2	(IN)
	O	32	(IN)
*	P	52	(IN)
*	Q	4.30	(%)
*	R	1.50	(%)
*	S	1.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	5.20	(%)
*	EE	1.20	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments

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DEPARTMENT OF TRANSPORTATION

LLOYD ST & PASCHALL AVE, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

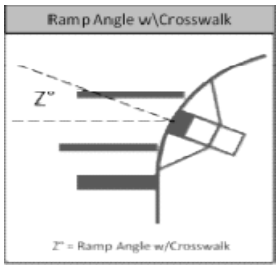
Insert Picture 3

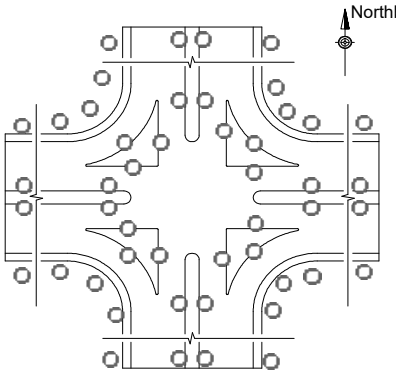
Insert Picture 6

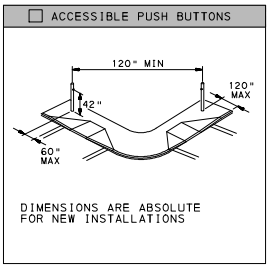
pennsylvania
DEPARTMENT OF TRANSPORTATION

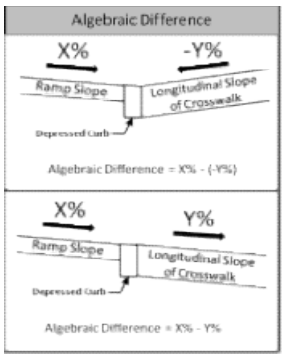
S 72ND ST & GRAYS AVE, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2023	10	04			
Designer 1	Brian Donahue TPDS					
Designer 2	na na					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	PolCom					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.20	%	1.70	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	10.5			
Intersection Ramp # of #	1	1				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					
*North Leg	S 72ND	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	GRAYS	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	S 72ND	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	S 72ND	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









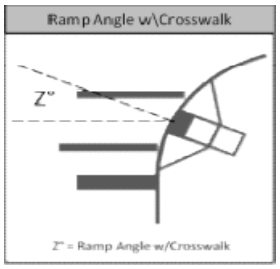
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S72NDSt-GRAYSAve-S72NDSt-S72NDSt-2023-10-04-14-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

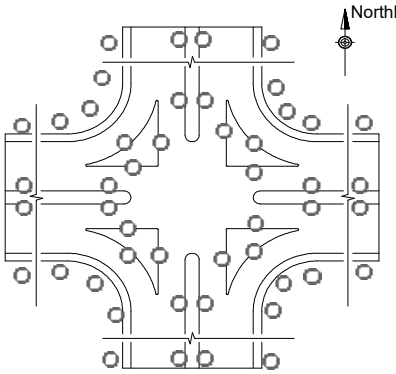
pennsylvania DEPARTMENT OF TRANSPORTATION

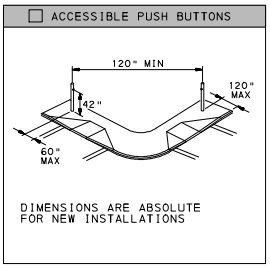
PINE RD & STRAHLE ST, PennDOT Location ID # 12

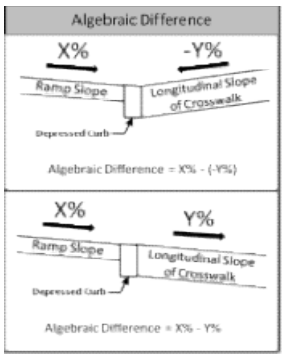
*Date of Design (yyyy mm dd)	2023	08	24		
Designer 1	Bryan Fleming Eric Long				
Designer 2	na na				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	5				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	3.10	%	0.50	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		8	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	8.1		
Intersection Ramp # of #	2	4			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				

*North Leg	PINE	(segment)	(offset)
*North Leg Desc.			
*East Leg	STRAHLE	(segment)	(offset)
*East Leg Desc.			
*South Leg	PINE	(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-PINE-STRAHLE-PINE-2023-08-24-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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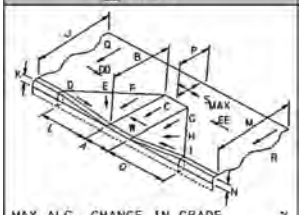
DEPARTMENT OF TRANSPORTATION

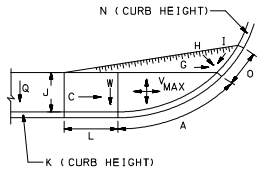
PINE RD & STRAHLE ST, PennDOT Location ID # 12

☐ TYPE 1



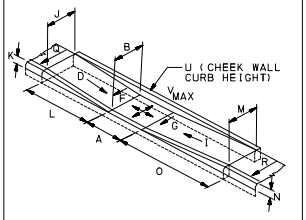
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



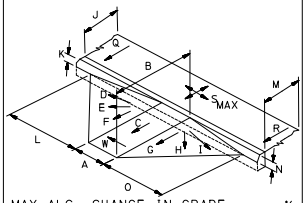
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



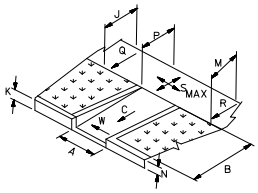
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



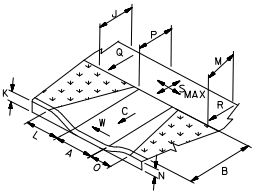
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



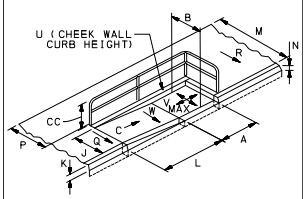
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



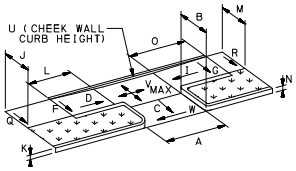
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



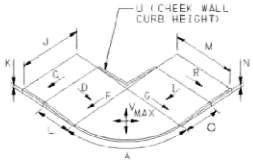
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



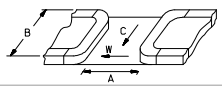
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

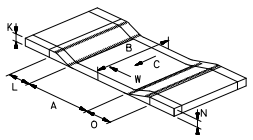
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	36	(IN)
*	C	7.50	(%)
*	D	7.20	(%)
	E	7.40	(%)
*	F	3.20	(%)
*	G	7.40	(%)
	H	6.60	(%)
*	I	6.10	(%)
*	J	60	(IN)
	K	6	(IN)
	L	54	(IN)
*	M	60	(IN)
	N	4	(IN)
	O	1	(IN)
*	P	72	(IN)
*	Q	1.00	(%)
*	R	1.20	(%)
*	S	1.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.60	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z	48	(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.50	(%)
*	EE	3.00	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

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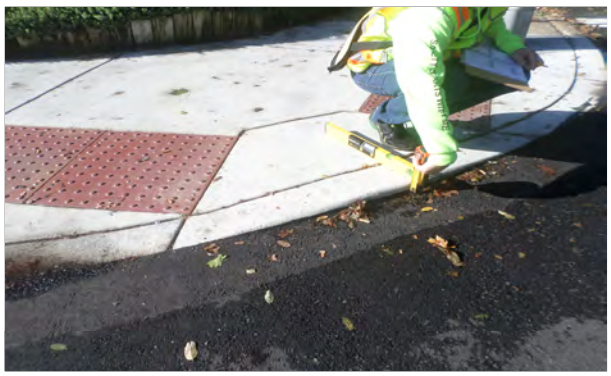
DEPARTMENT OF TRANSPORTATION

PINE RD & STRAHLE ST, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5

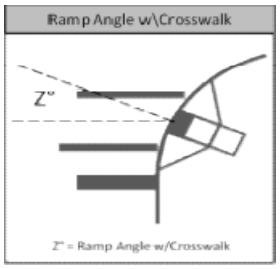
Insert Picture 3

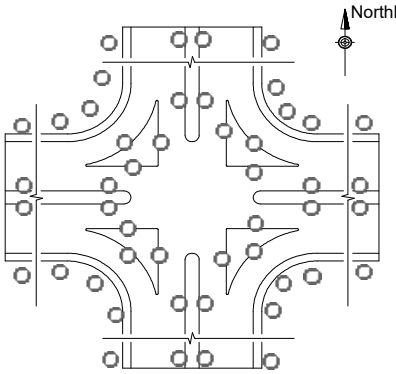
Insert Picture 6

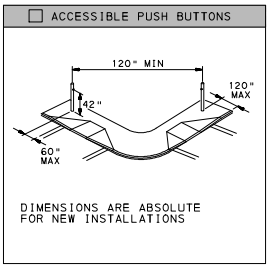
pennsylvania
DEPARTMENT OF TRANSPORTATION

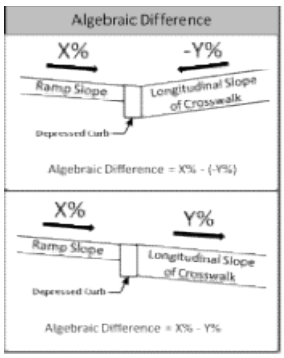
S 57TH ST & DELANCEY ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Andrew Picasso Gannett Fleming				
Designer 2	Chris Gerber Gannett Fleming				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	2.30	%	1.30	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	9.6		
Intersection Ramp # of #	1	2			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				
*North Leg	S 57TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	DELANCEY	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	S 57TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	DELANCEY	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







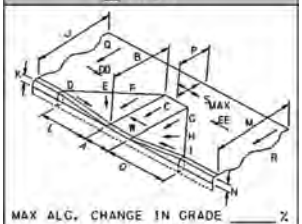


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S57THSt-DELANCEYSt-S57THSt-DELANCEYSt-2024-02-01-2-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

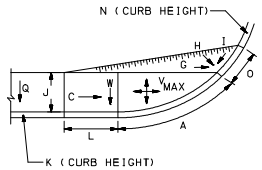
S 57TH ST & DELANCEY ST, PennDOT Location
ID # 2

☐ TYPE 1



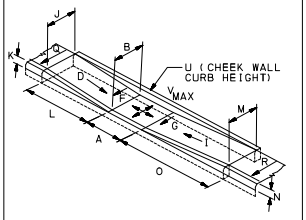
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



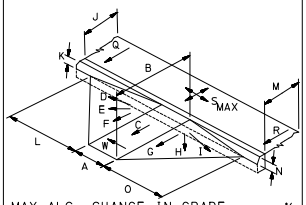
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



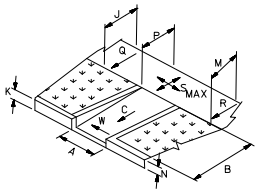
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



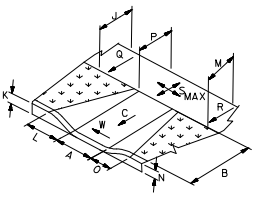
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



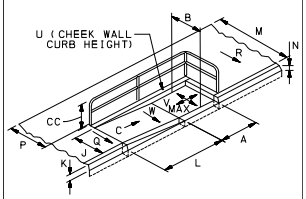
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



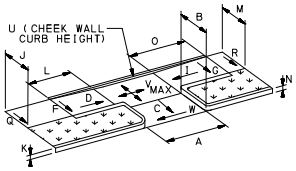
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



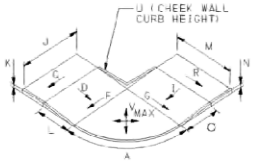
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



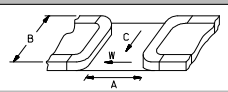
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

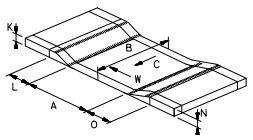
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	84	(IN)	
*	C	7.30	(%)	
*	D	6.60	(%)	
	E	8.80	(%)	
*	F	8.20	(%)	
*	G	7.60	(%)	
	H	8.90	(%)	
*	I	8.50	(%)	
*	J	48	(IN)	
	K	3	(IN)	
	L	45	(IN)	
*	M	48	(IN)	
	N	5	(IN)	
	O	58	(IN)	
*	P	48	(IN)	
*	Q	0.90	(%)	
*	R	2.00	(%)	
*	S	1.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.90	(%)	
*	EE	2.00	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-S57THSt-DELANCEYSt-S57THSt-DELANCEYSt-2024-02-01-2-Type1

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DEPARTMENT OF TRANSPORTATION

S 57TH ST & DELANCEY ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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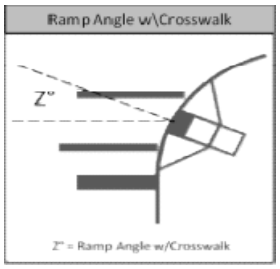
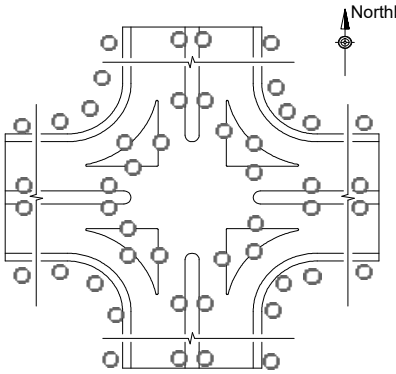
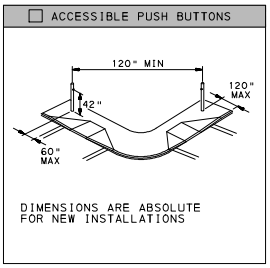
DEPARTMENT OF TRANSPORTATION

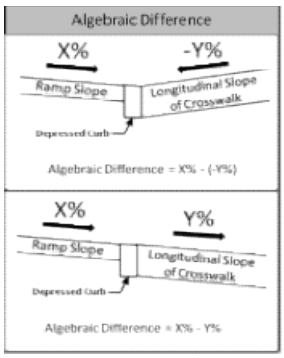
S 57TH ST & DELANCEY ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Andrew Picasso Gannett Fleming					
Designer 2	Chris Gerber Gannett Fleming					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	2.60	%	0.60	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.4			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	S 57TH	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	DELANCEY	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S 57TH	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	DELANCEY	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S57THSt-DELANCEYSt-S57THSt-DELANCEYSt-2024-02-01-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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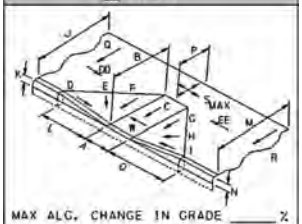
DEPARTMENT OF TRANSPORTATION

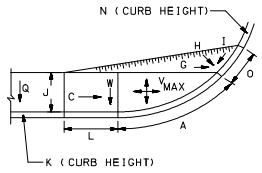
S 57TH ST & DELANCEY ST, PennDOT Location
ID # 19

☐ TYPE 1



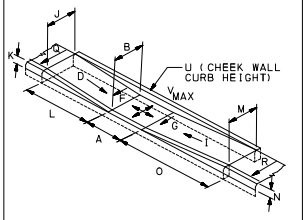
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



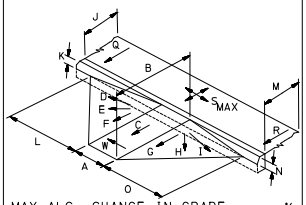
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



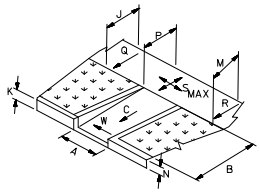
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



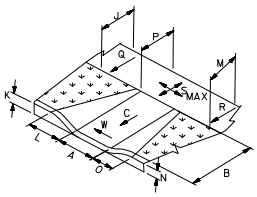
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



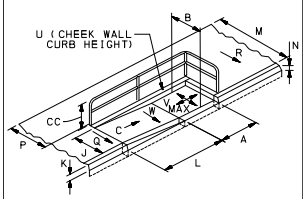
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



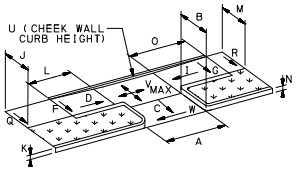
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



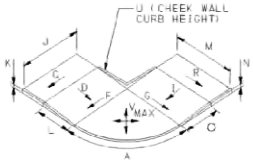
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



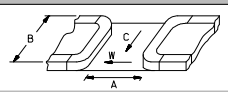
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

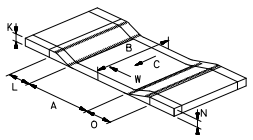
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	74	(IN)
*	C	5.80	(%)
*	D	6.70	(%)
	E	8.00	(%)
*	F	6.10	(%)
*	G	6.00	(%)
	H	7.70	(%)
*	I	6.00	(%)
*	J	48	(IN)
	K	4	(IN)
	L	59	(IN)
*	M	48	(IN)
	N	5	(IN)
	O	60	(IN)
*	P	48	(IN)
*	Q	1.90	(%)
*	R	2.10	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.70	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.30	(%)
*	EE	1.20	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

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DEPARTMENT OF TRANSPORTATION

S 57TH ST & DELANCEY ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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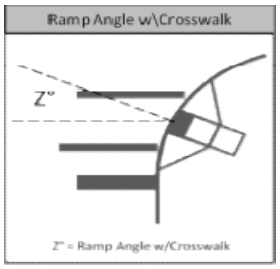
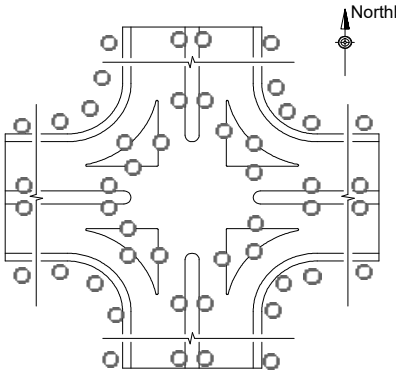
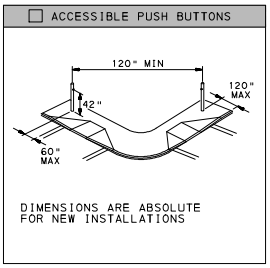
DEPARTMENT OF TRANSPORTATION

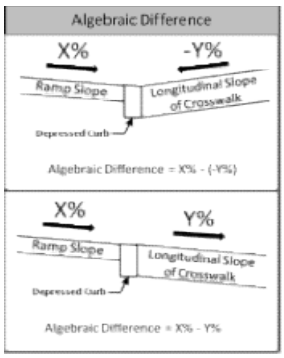
S 57TH ST & LARCHWOOD AVE, PennDOT
Location ID # 2

*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Andrew Picasso Gannett Fleming				
Designer 2	Chris Gerber Gannett Fleming				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	-1.30	%	-0.40	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	5.9		
Intersection Ramp # of #	1	8			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				
*North Leg	S 57TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	LARCHWOOD	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	S 57TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	LARCHWOOD	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				







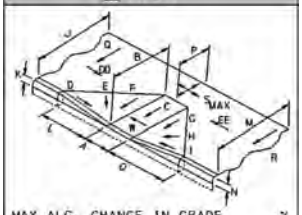


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S57THSt-LARCHWOODAve-S57THSt-LARCHWOODAve-2024-02-01-2-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

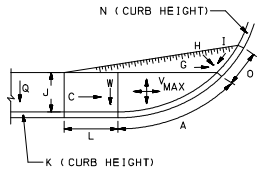
S 57TH ST & LARCHWOOD AVE, PennDOT
Location ID # 2

☐ TYPE 1



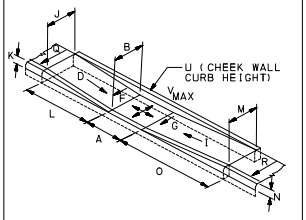
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



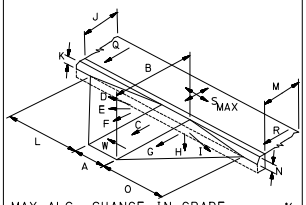
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



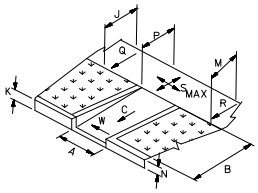
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



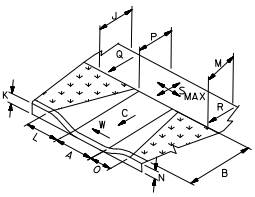
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



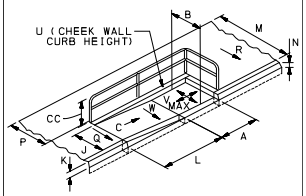
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



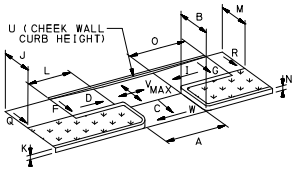
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



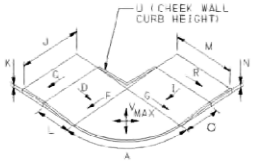
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



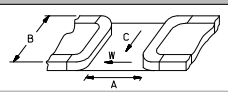
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

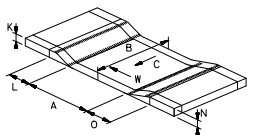
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	42	(IN)	
*	C	7.20	(%)	
*	D	3.00	(%)	
	E	8.30	(%)	
*	F	7.20	(%)	
*	G	999	(%)	signal pole
	H	999	(%)	signal pole
*	I	999	(%)	signal pole
*	J	48	(IN)	
	K	3	(IN)	
	L	45	(IN)	
*	M	48	(IN)	
	N	3	(IN)	
	O	33	(IN)	
*	P	48	(IN)	
*	Q	3.00	(%)	
*	R	1.00	(%)	
*	S	0.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.20	(%)	
*	EE	0.80	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-S57THSt-LARCHWOODAve-S57THSt-LARCHWOODAve-2024-02-01-2-Type1

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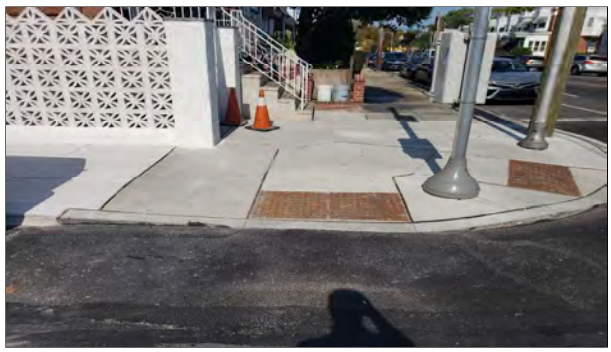
DEPARTMENT OF TRANSPORTATION

S 57TH ST & LARCHWOOD AVE, PennDOT Location ID # 2



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

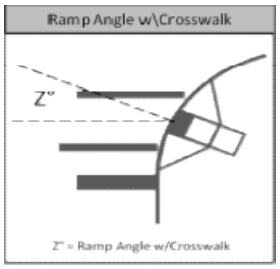
Insert Picture 6

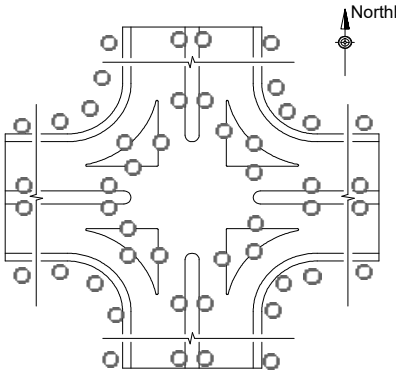
pennsylvania
DEPARTMENT OF TRANSPORTATION

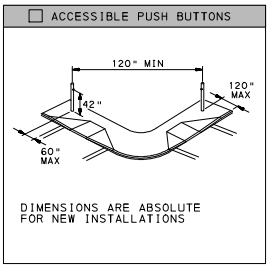
S 57TH ST & LARCHWOOD AVE, PennDOT
Location ID # 4

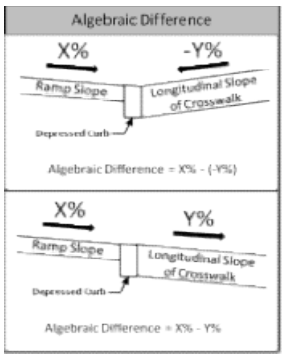
*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Andrew Picasso Gannett Fleming				
Designer 2	Chris Gerber Gannett Fleming				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	-3.90	%	-0.90	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	0.9		
Intersection Ramp # of #	2	8			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				

*North Leg	S 57TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	LARCHWOOD	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	S 57TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	LARCHWOOD	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		







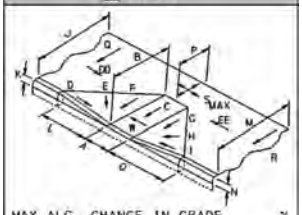


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-S57THSt-LARCHWOODAve-S57THSt-LARCHWOODAve-2024-02-01-4-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

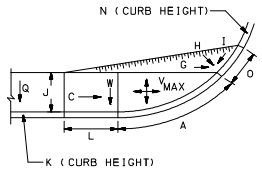
S 57TH ST & LARCHWOOD AVE, PennDOT
Location ID # 4

☐ TYPE 1



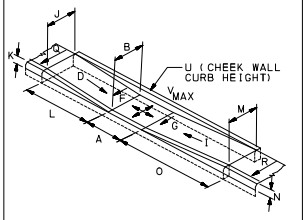
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



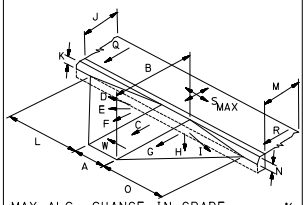
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



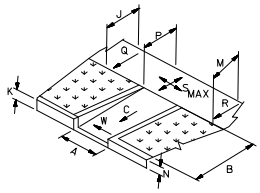
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



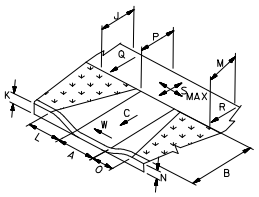
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



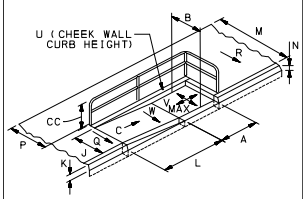
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



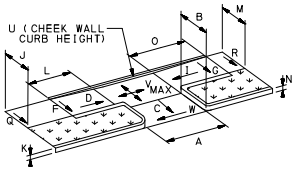
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



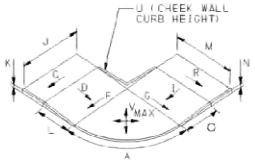
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



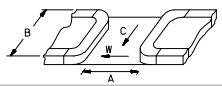
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

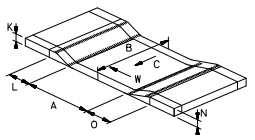
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	56	(IN)	
*	C	4.80	(%)	
*	D	999	(%)	signal pole
	E	999	(%)	signal pole
*	F	999	(%)	signal pole
*	G	999	(%)	signal pole
	H	999	(%)	signal pole
*	I	999	(%)	signal pole
*	J	48	(IN)	
	K	3	(IN)	
	L	42	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	60	(IN)	
*	P	48	(IN)	
*	Q	3.00	(%)	
*	R	1.00	(%)	
*	S	0.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	70	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.20	(%)	
*	EE	0.80	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-S57THSt-LARCHWOODAve-S57THSt-LARCHWOODAve-2024-02-01-4-Type1

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DEPARTMENT OF TRANSPORTATION

S 57TH ST & LARCHWOOD AVE, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

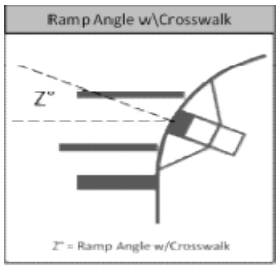
Insert Picture 3

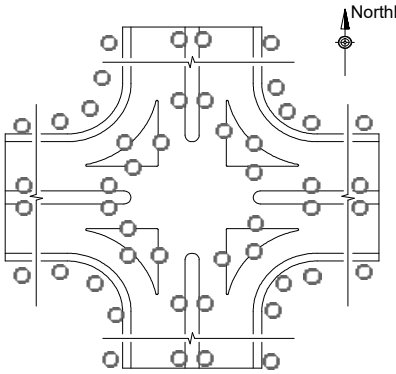
Insert Picture 6

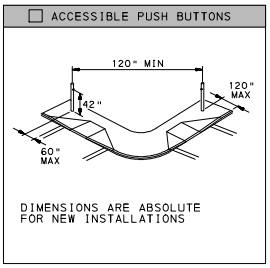
pennsylvania
DEPARTMENT OF TRANSPORTATION

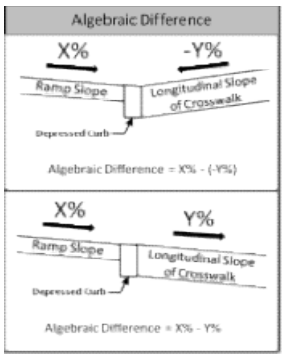
S 57TH ST & LARCHWOOD AVE, PennDOT
Location ID # 7

*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Andrew Picasso Gannett Fleming				
Designer 2	Chris Gerber Gannett Fleming				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	3.80	%	1.30	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	10.5		
Intersection Ramp # of #	3	8			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				
*North Leg	S 57TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	LARCHWOOD	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	S 57TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	LARCHWOOD	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				







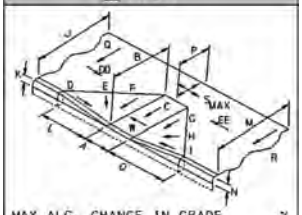


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-S57THSt-LARCHWOODAve-S57THSt-LARCHWOODAve-2024-02-01-7-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

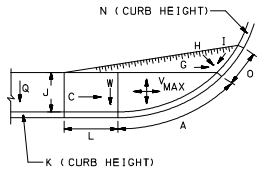
S 57TH ST & LARCHWOOD AVE, PennDOT
Location ID # 7

☐ TYPE 1



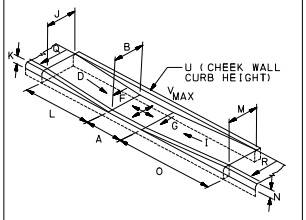
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



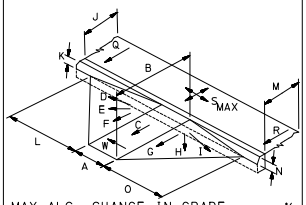
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



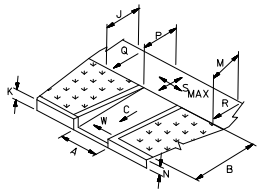
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



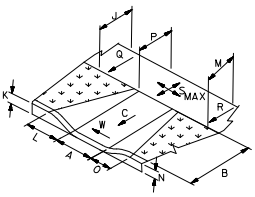
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



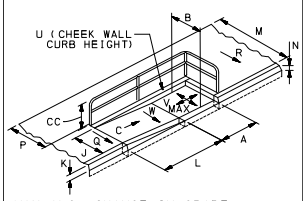
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



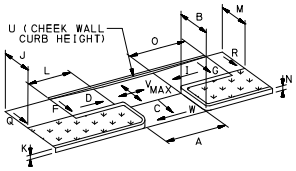
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



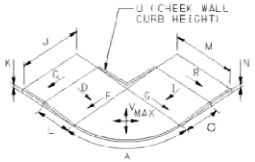
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



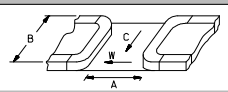
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

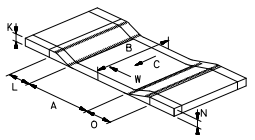
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	41	(IN)	
*	C	6.70	(%)	
*	D	999	(%)	c post
	E	999	(%)	c post
*	F	999	(%)	c post
*	G	7.00	(%)	
	H	10.00	(%)	
*	I	8.80	(%)	
*	J	48	(IN)	
	K	2	(IN)	
	L	40	(IN)	
*	M	48	(IN)	
	N	2	(IN)	
	O	40	(IN)	
*	P	48	(IN)	
*	Q	1.30	(%)	
*	R	1.50	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.10	(%)	
*	X		(IN)	
*	Y	180	(IN)	
*	YY	180	(IN)	
*	Z	999	(IN)	na
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.00	(%)	
*	EE	0.60	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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DEPARTMENT OF TRANSPORTATION

S 57TH ST & LARCHWOOD AVE, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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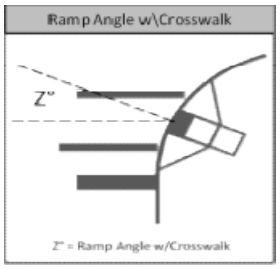
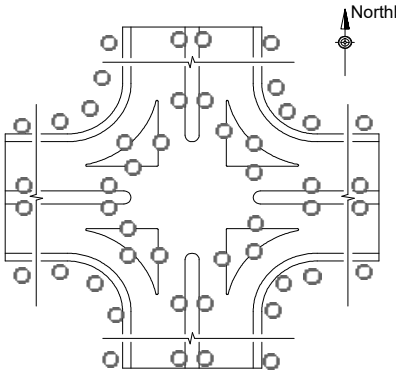
DEPARTMENT OF TRANSPORTATION

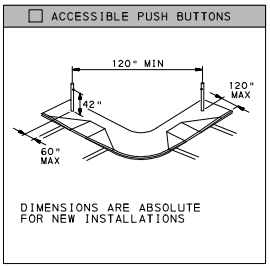
S 57TH ST & LARCHWOOD AVE, PennDOT
Location ID # 9

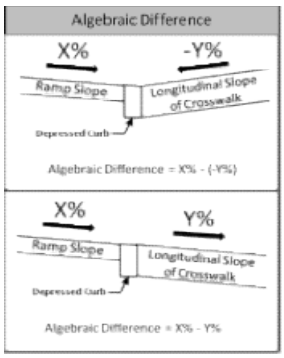
*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Andrew Picasso Gannett Fleming				
Designer 2	Chris Gerber Gannett Fleming				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	0.90	%	1.80	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	8.5		
Intersection Ramp # of #	4	8			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				

*North Leg	S 57TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	LARCHWOOD	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	S 57TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	LARCHWOOD	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		







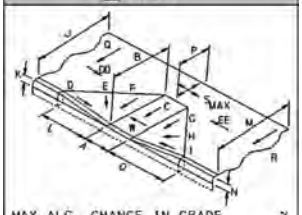


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-S57THSt-LARCHWOODAve-S57THSt-LARCHWOODAve-2024-02-01-9-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

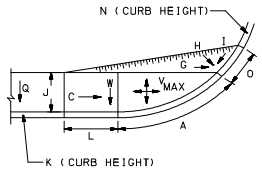
S 57TH ST & LARCHWOOD AVE, PennDOT
Location ID # 9

☐ TYPE 1



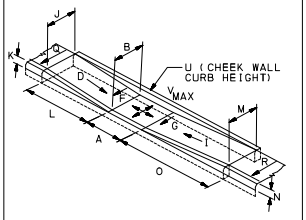
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



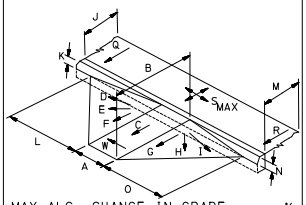
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



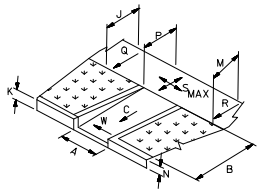
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



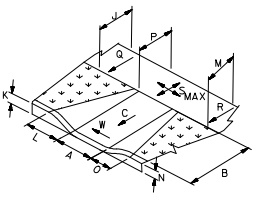
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



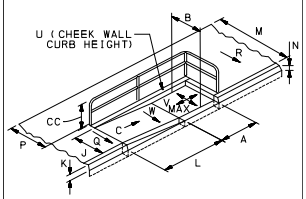
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



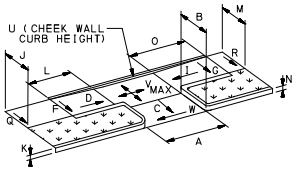
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



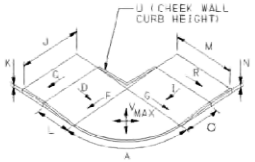
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



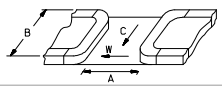
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

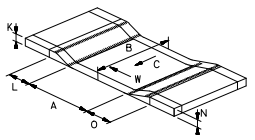
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	32	(IN)	
*	C	7.60	(%)	
*	D	4.70	(%)	
	E	4.60	(%)	
*	F	7.30	(%)	
*	G	999	(%)	signal
	H	999	(%)	signal
*	I	999	(%)	signal
*	J	48	(IN)	
	K	2	(IN)	
	L	31	(IN)	
*	M	48	(IN)	
	N	3	(IN)	
	O	42	(IN)	
*	P	48	(IN)	
*	Q	1.30	(%)	
*	R	1.50	(%)	
*	S	1.10	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.10	(%)	
*	X		(IN)	
*	Y	144	(IN)	
*	YY	144	(IN)	
*	Z	48	(IN)	
*	ZZ	48	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.00	(%)	
*	EE	0.60	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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DEPARTMENT OF TRANSPORTATION

S 57TH ST & LARCHWOOD AVE, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

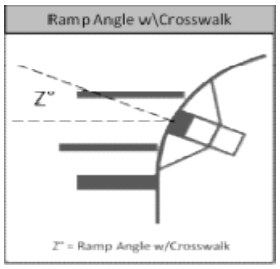
Insert Picture 6

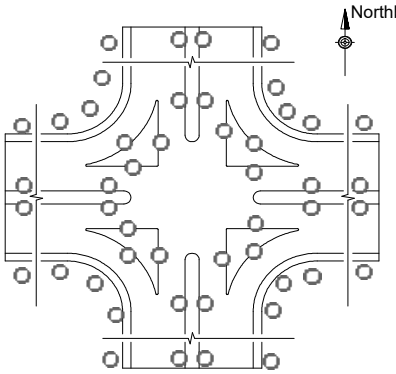
pennsylvania
DEPARTMENT OF TRANSPORTATION

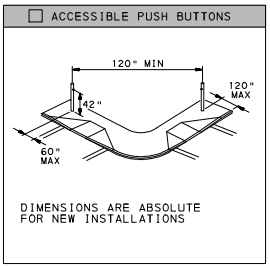
S 57TH ST & LARCHWOOD AVE, PennDOT
Location ID # 12

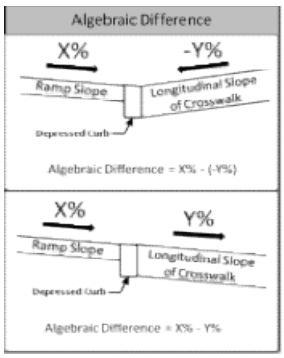
*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Andrew Picasso Gannett Fleming				
Designer 2	Chris Gerber Gannett Fleming				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	0.70	%	0.90	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		15	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	7.8		
Intersection Ramp # of #	5	8			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				

*North Leg	S 57TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	LARCHWOOD	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	S 57TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	LARCHWOOD	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		







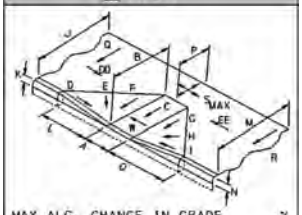


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S57THSt-LARCHWOODAve-S57THSt-LARCHWOODAve-2024-02-01-12-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

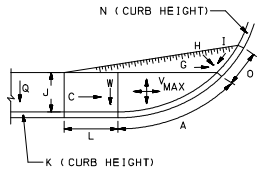
S 57TH ST & LARCHWOOD AVE, PennDOT
Location ID # 12

☐ TYPE 1



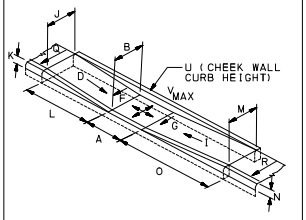
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



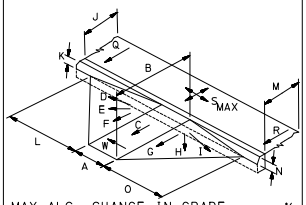
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



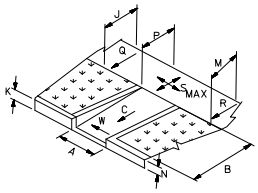
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



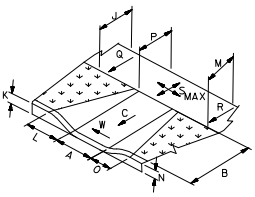
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



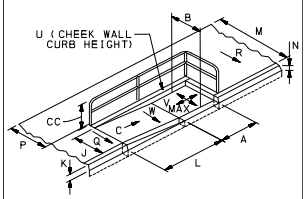
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



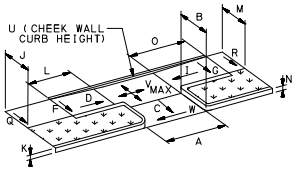
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



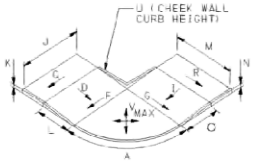
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



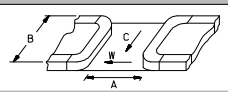
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

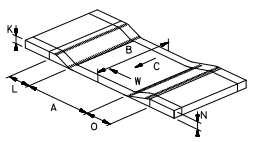
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		Comments
*	A	48 (IN)	
*	B	36 (IN)	
*	C	7.10 (%)	
*	D	999 (%)	signal
	E	999 (%)	signal
*	F	999 (%)	signal
*	G	6.70 (%)	
	H	7.30 (%)	
*	I	7.90 (%)	
*	J	48 (IN)	
	K	3 (IN)	
	L	52 (IN)	
*	M	48 (IN)	
	N	2 (IN)	
	O	42 (IN)	
*	P	48 (IN)	
*	Q	3.00 (%)	
*	R	2.00 (%)	
*	S	0.60 (%)	
	T	(IN)	
	U	(IN)	
*	V	(%)	
*	W	0.40 (%)	
*	X	(IN)	
*	Y	144 (IN)	
*	YY	144 (IN)	
*	Z	999 (IN)	na
*	ZZ	999 (IN)	na
*	AA	(IN)	
*	BB	(IN)	
	CC	(IN)	
*	DD	0.10 (%)	
*	EE	1.00 (%)	
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)	(%)	

C-06-101-60000-S57THSt-LARCHWOODAve-S57THSt-LARCHWOODAve-2024-02-01-12-Type1

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DEPARTMENT OF TRANSPORTATION

S 57TH ST & LARCHWOOD AVE, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

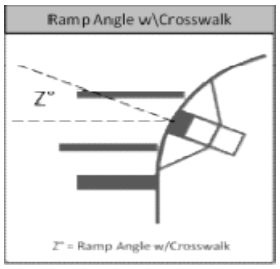
Insert Picture 3

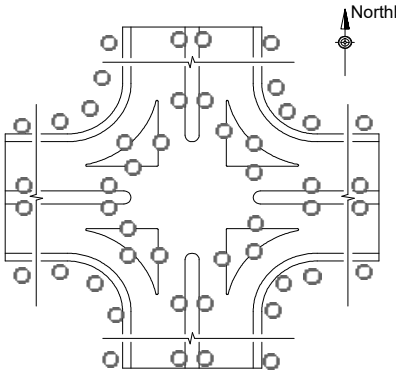
Insert Picture 6

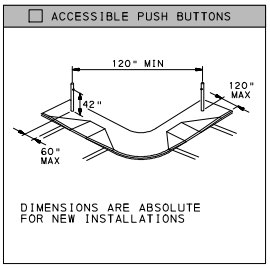
pennsylvania
DEPARTMENT OF TRANSPORTATION

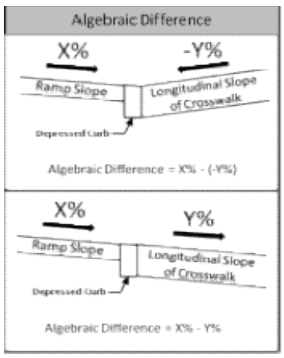
S 57TH ST & LARCHWOOD AVE, PennDOT
Location ID # 14

*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Andrew Picasso Gannett Fleming				
Designer 2	Chris Gerber Gannett Fleming				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	4.20	%	0.70	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	10.6		
Intersection Ramp # of #	6	8			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg	S 57TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	LARCHWOOD	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	S 57TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	LARCHWOOD	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				







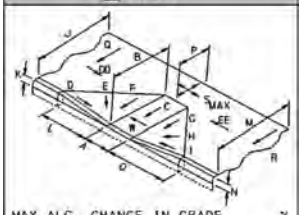


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-S57THSt-LARCHWOODAve-S57THSt-LARCHWOODAve-2024-02-01-14-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania
DEPARTMENT OF TRANSPORTATION

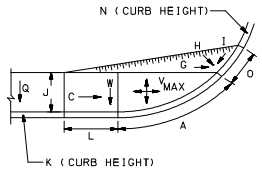
S 57TH ST & LARCHWOOD AVE, PennDOT
Location ID # 14

☐ TYPE 1



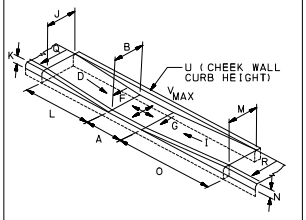
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



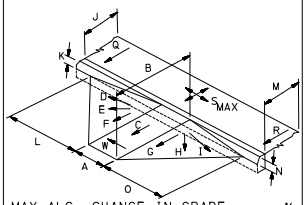
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



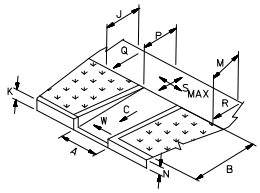
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



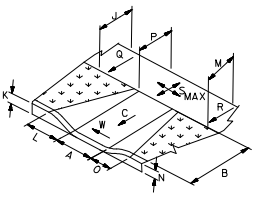
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



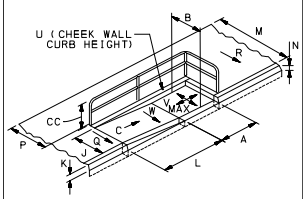
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



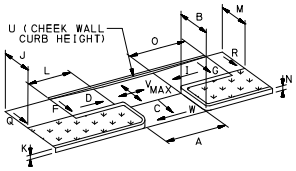
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



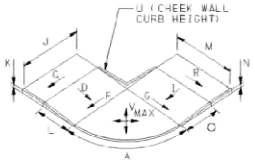
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



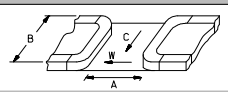
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

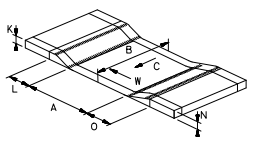
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	39	(IN)	
*	C	6.40	(%)	
*	D	7.90	(%)	
	E	8.20	(%)	
*	F	6.80	(%)	
*	G	999	(%)	signal
	H	999	(%)	signal
*	I	999	(%)	signal
*	J	48	(IN)	
	K	2	(IN)	
	L	46	(IN)	
*	M	48	(IN)	
	N	3	(IN)	
	O	32	(IN)	
*	P	48	(IN)	
*	Q	3.00	(%)	
*	R	2.00	(%)	
*	S	0.90	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.10	(%)	
*	X		(IN)	
*	Y	180	(IN)	
*	YY	180	(IN)	
*	Z	68	(IN)	
*	ZZ	68	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.10	(%)	
*	EE	1.00	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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DEPARTMENT OF TRANSPORTATION

S 57TH ST & LARCHWOOD AVE, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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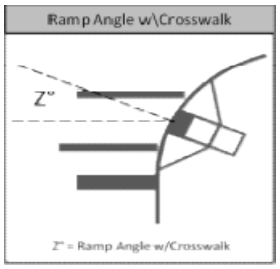
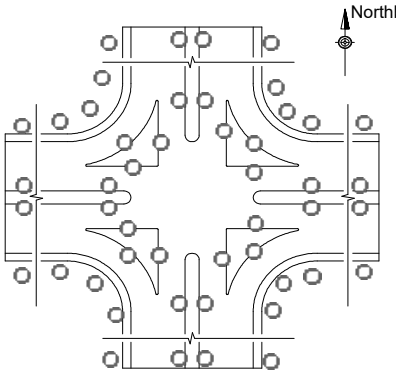
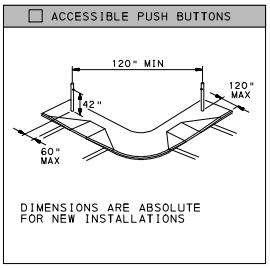
DEPARTMENT OF TRANSPORTATION

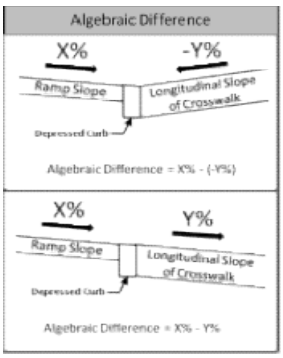
S 57TH ST & LARCHWOOD AVE, PennDOT
Location ID # 17

*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Andrew Picasso Gannett Fleming					
Designer 2	Chris Gerber Gannett Fleming					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	-2.40	%	-0.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		5	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	2.6			
Intersection Ramp # of #	7	8				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 1					
*North Leg	S 57TH	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	LARCHWOOD	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	S 57TH	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	LARCHWOOD	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







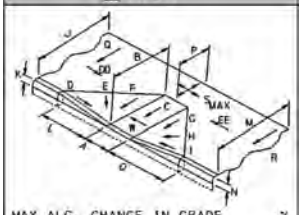


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-S57THSt-LARCHWOODAve-S57THSt-LARCHWOODAve-2024-02-01-17-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

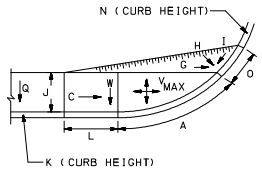
S 57TH ST & LARCHWOOD AVE, PennDOT
Location ID # 17

☐ TYPE 1



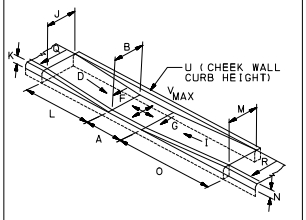
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



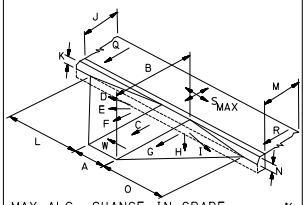
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



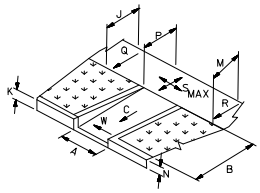
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



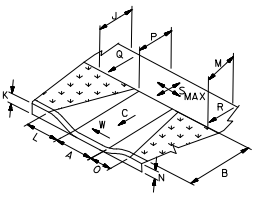
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



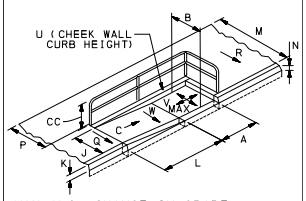
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



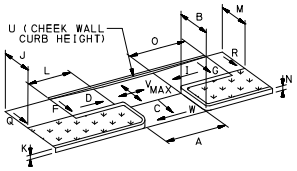
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



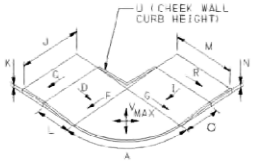
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



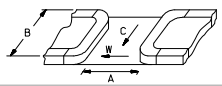
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

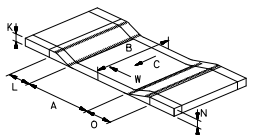
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	50	(IN)	
*	C	5.00	(%)	
*	D	999	(%)	signal
	E	999	(%)	signal
*	F	999	(%)	signal
*	G	4.80	(%)	
	H	5.50	(%)	
*	I	7.10	(%)	
*	J	48	(IN)	
	K	2	(IN)	
	L	43	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	52	(IN)	
*	P	48	(IN)	
*	Q	1.10	(%)	
*	R	1.80	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.80	(%)	
*	X		(IN)	
*	Y	180	(IN)	
*	YY	180	(IN)	
*	Z	999	(IN)	na
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.20	(%)	
*	EE	0.20	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-S57THSt-LARCHWOODAve-S57THSt-LARCHWOODAve-2024-02-01-17-Type1

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DEPARTMENT OF TRANSPORTATION

S 57TH ST & LARCHWOOD AVE, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

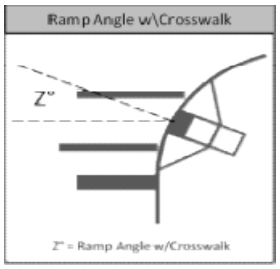
Insert Picture 6

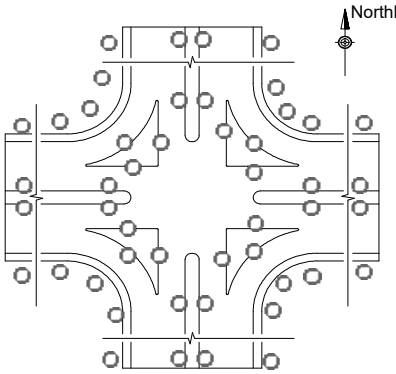
pennsylvania
DEPARTMENT OF TRANSPORTATION

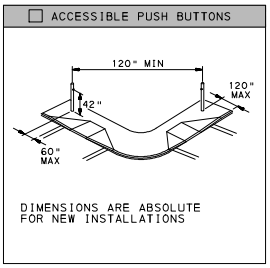
S 57TH ST & LARCHWOOD AVE, PennDOT
Location ID # 19

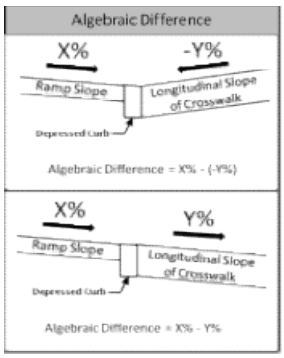
*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Andrew Picasso Gannett Fleming				
Designer 2	Chris Gerber Gannett Fleming				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	-1.70	%	-2.40	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	5.4		
Intersection Ramp # of #	8	8			
*Ramp Location (Use Figure Below)		19			
*Curb Ramp Type	Type 1				

*North Leg	S 57TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	LARCHWOOD	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	S 57TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	LARCHWOOD	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		







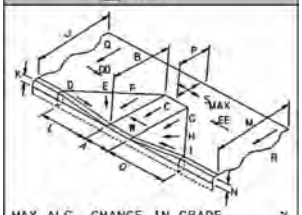


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-S57THSt-LARCHWOODAve-S57THSt-LARCHWOODAve-2024-02-01-19-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

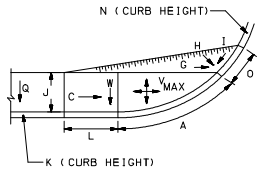
S 57TH ST & LARCHWOOD AVE, PennDOT
Location ID # 19

☐ TYPE 1



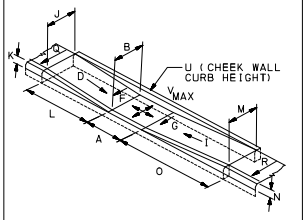
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



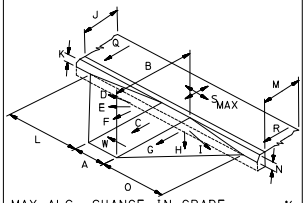
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



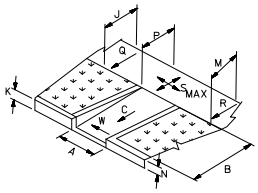
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



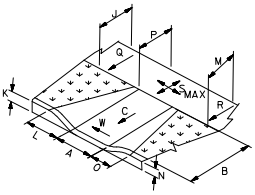
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



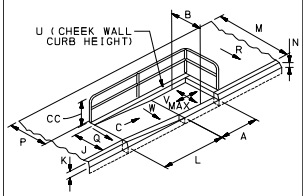
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



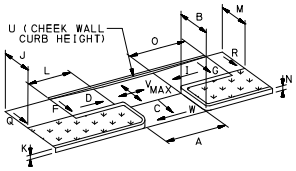
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



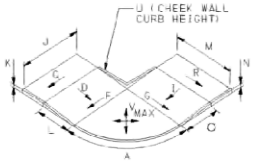
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



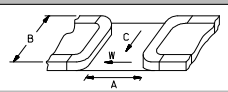
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

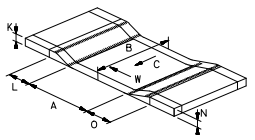
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	36	(IN)
*	C	7.10	(%)
*	D	7.30	(%)
	E	8.00	(%)
*	F	6.80	(%)
*	G	7.20	(%)
	H	8.00	(%)
*	I	6.80	(%)
*	J	48	(IN)
	K	4	(IN)
	L	55	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	38	(IN)
*	P	48	(IN)
*	Q	1.10	(%)
*	R	1.80	(%)
*	S	1.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.60	(%)
*	X		(IN)
*	Y	120	(IN)
*	YY	120	(IN)
*	Z	136	(IN)
*	ZZ	136	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.20	(%)
*	EE	0.20	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments ▲

C-06-101-60000-S57THSt-LARCHWOODAve-S57THSt-LARCHWOODAve-2024-02-01-19-Type1

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DEPARTMENT OF TRANSPORTATION

S 57TH ST & LARCHWOOD AVE, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

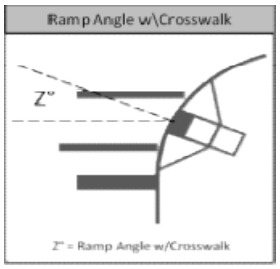
Insert Picture 3

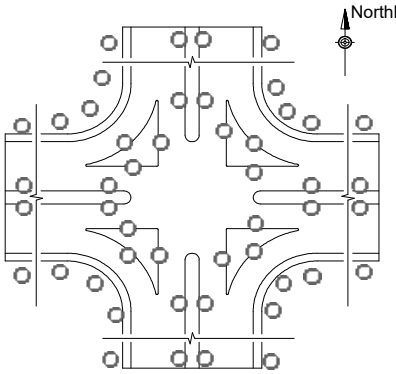
Insert Picture 6

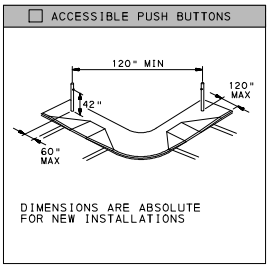
pennsylvania DEPARTMENT OF TRANSPORTATION

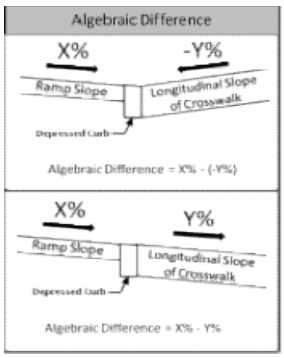
S FRAZIER ST & PINE ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Andrew Picasso Gannett Fleming				
Designer 2	Chris Gerber Gannett Fleming				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	3.80	%	1.80	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	10.8		
Intersection Ramp # of #	1	2			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				
*North Leg	S FRAZIER	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	PINE	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	S FRAZIER	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	PINE	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







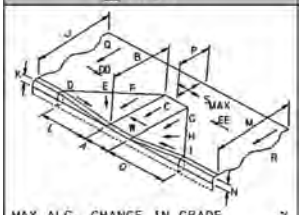


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-SFRAZIERSt-PINESt-SFRAZIERSt-PINESt-2024-02-01-7-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania
DEPARTMENT OF TRANSPORTATION

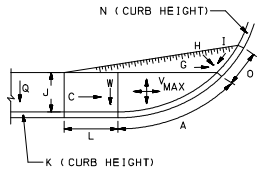
S FRAZIER ST & PINE ST, PennDOT Location ID # 7

☐ TYPE 1



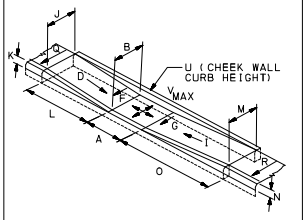
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



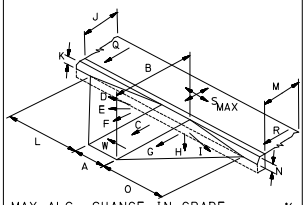
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



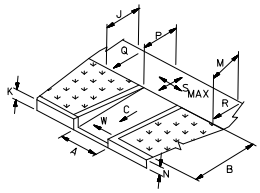
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



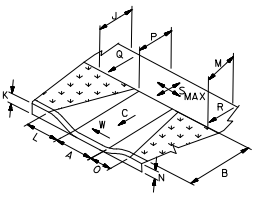
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



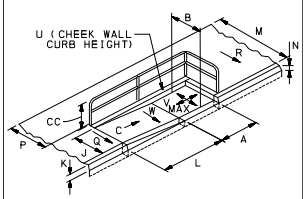
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



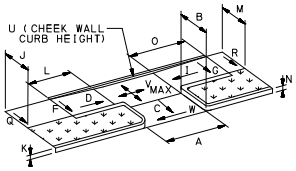
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



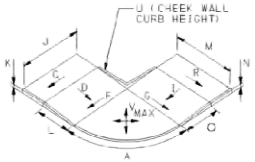
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



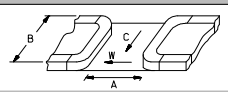
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

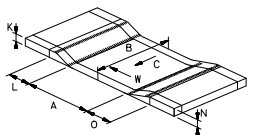
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	37	(IN)	
*	C	7.00	(%)	
*	D	5.90	(%)	
	E	8.70	(%)	
*	F	6.20	(%)	
*	G	6.20	(%)	
	H	5.60	(%)	
*	I	4.80	(%)	
*	J	48	(IN)	
	K	2	(IN)	
	L	24	(IN)	
*	M	48	(IN)	
	N	2	(IN)	
	O	44	(IN)	
*	P	48	(IN)	
*	Q	2.20	(%)	
*	R	2.30	(%)	
*	S	1.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.80	(%)	
*	EE	3.60	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

pennsylvania
DEPARTMENT OF TRANSPORTATION

S FRAZIER ST & PINE ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

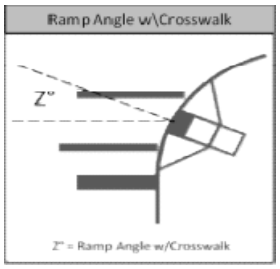
Insert Picture 3

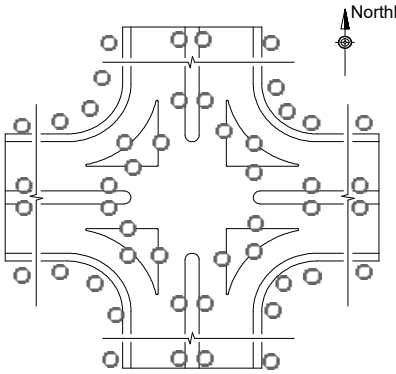
Insert Picture 6

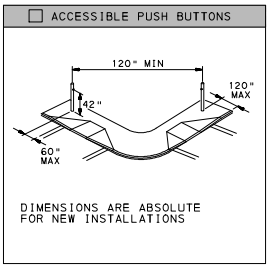
pennsylvania DEPARTMENT OF TRANSPORTATION

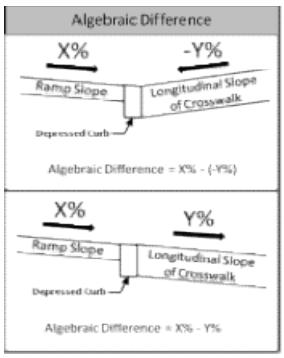
S 56TH ST & PINE ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)		2024	02	01		
Designer 1		Andrew Picasso Gannett Fleming				
Designer 2		Chris Gerber Gannett Fleming				
*Engineering District Code		06 - District 6-0				
*County Name		Philadelphia				
*County Code (auto)		101				
*Municipality Name		Philadelphia City				
*Municipality Code (auto)		60000				
Construction Phase		Constructed				
Ramp Crosses		Local Road				
Photo Log Number		N/A				
Number of Photos		1				
Ramp Surface		Concrete				
Surface Stable, Firm, and Slip Resistant		YES				
Elevation Differences > 1/4"		NO		(X/16")		
Grate Openings or Gaps > 1/2"		NO		(X/16")		
Utilities in Path of Travel		NO				
Water Ponding in Path of Travel		NO				
Detectable Warning Surface (DWS)		YES				
DWS type		Cast Iron				
Pedestrian Crossing and Type		YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path		YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp		-5.00	%	-1.00	%	
Turning Maneuver in Street		NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)		YES	Comments:			
ECMS #		Alg Δ Grade (%)	2.3			
Intersection Ramp # of #		1	8			
*Ramp Location (Use Figure Below)			02			
*Curb Ramp Type	Type 1					
*North Leg	S 56TH	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	PINE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S 56TH	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	PINE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







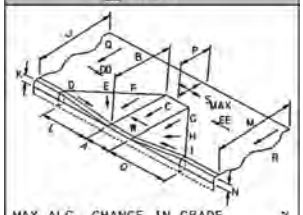


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work					YES	
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons		N/A				
Sketch Used To Collect Field Information		No				
Asset # (auto)	C-06-101-60000-S56THSt-PINESt-S56THSt-PINESt-2024-02-01-2-Type1					
Status	Current					
Archive Ramp at location #:		N/A				
Level of Service	Meets RC-67M					

pennsylvania
DEPARTMENT OF TRANSPORTATION

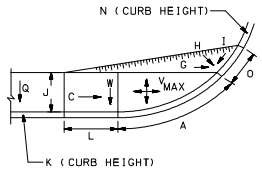
S 56TH ST & PINE ST, PennDOT Location ID # 2

☐ TYPE 1



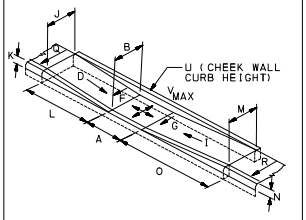
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



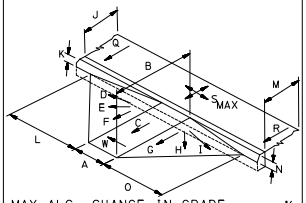
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



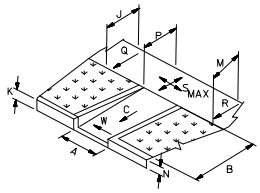
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



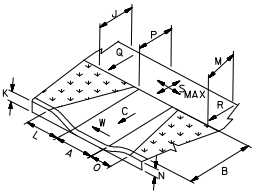
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



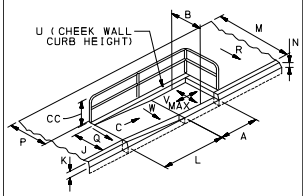
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



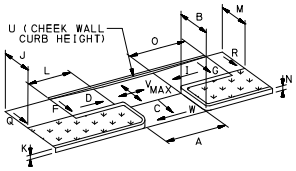
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



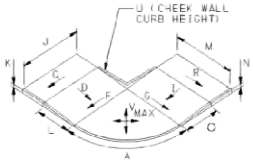
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



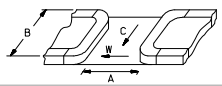
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

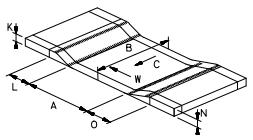
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	113	(IN)	
*	C	7.30	(%)	
*	D	7.50	(%)	
	E	9.30	(%)	
*	F	7.50	(%)	
*	G	7.80	(%)	
	H	10.10	(%)	
*	I	7.30	(%)	
*	J	48	(IN)	
	K	4	(IN)	
	L	61	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	58	(IN)	
*	P	48	(IN)	
*	Q	1.70	(%)	
*	R	1.30	(%)	
*	S	1.30	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.60	(%)	
*	EE	4.20	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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DEPARTMENT OF TRANSPORTATION

S 56TH ST & PINE ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

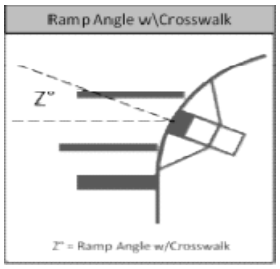
Insert Picture 3

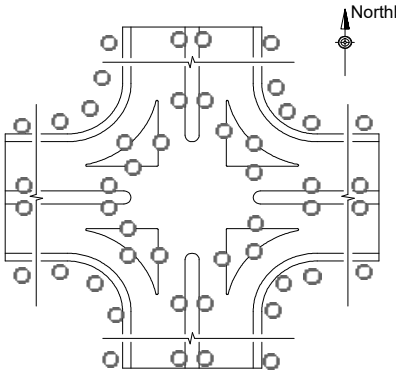
Insert Picture 6

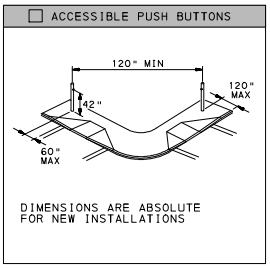
pennsylvania DEPARTMENT OF TRANSPORTATION

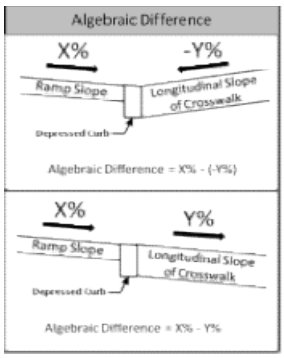
S 56TH ST & PINE ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Andrew Picasso Gannett Fleming				
Designer 2	Chris Gerber Gannett Fleming				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	-4.30	%	-1.60	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	2.9		
Intersection Ramp # of #	2	8			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				
*North Leg	S 56TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	PINE	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	S 56TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	PINE	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







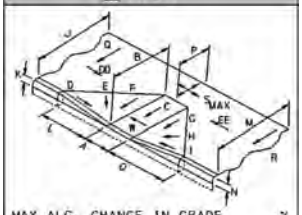


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-S56THSt-PINESt-S56THSt-PINESt-2024-02-01-4-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

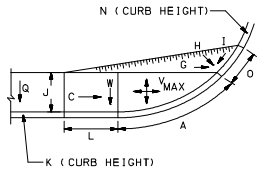
S 56TH ST & PINE ST, PennDOT Location ID # 4

☐ TYPE 1



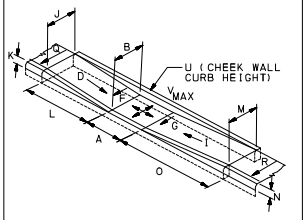
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



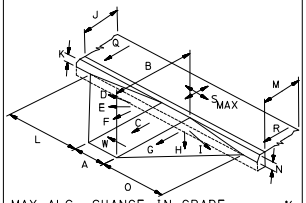
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



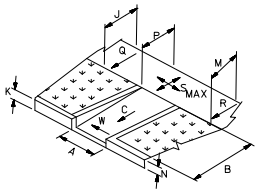
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



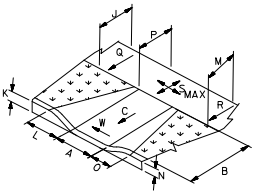
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



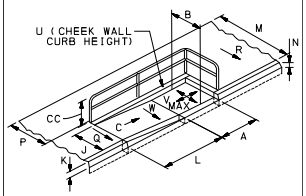
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



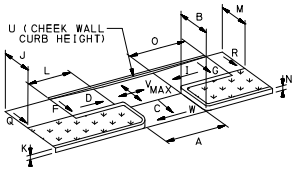
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



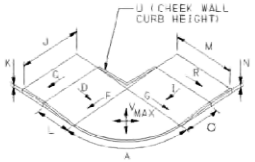
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



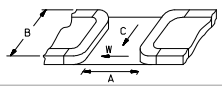
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

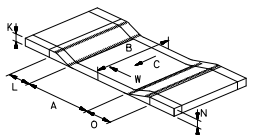
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	120	(IN)
*	C	7.10	(%)
*	D	8.70	(%)
	E	10.20	(%)
*	F	8.10	(%)
*	G	8.00	(%)
	H	12.40	(%)
*	I	10.00	(%)
*	J	48	(IN)
	K	6	(IN)
	L	61	(IN)
*	M	48	(IN)
	N	4	(IN)
	O	58	(IN)
*	P	48	(IN)
*	Q	1.70	(%)
*	R	1.30	(%)
*	S	1.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	144	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.30	(%)
*	EE	4.90	(%)

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments ▲

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DEPARTMENT OF TRANSPORTATION

S 56TH ST & PINE ST, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

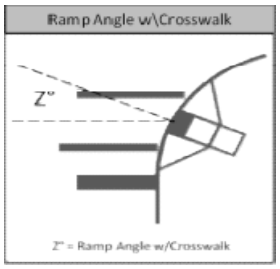
Insert Picture 3

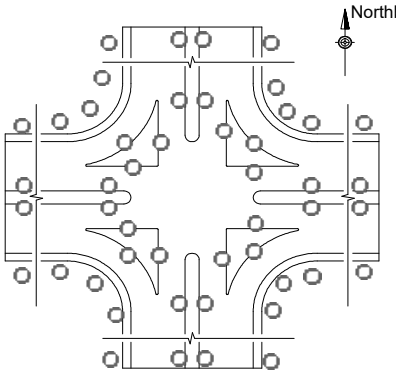
Insert Picture 6

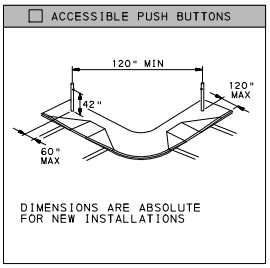
pennsylvania DEPARTMENT OF TRANSPORTATION

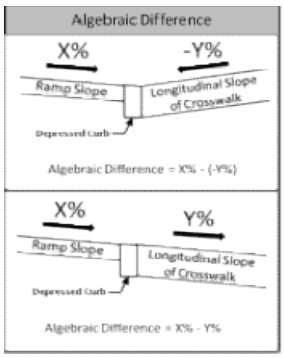
S 56TH ST & PINE ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Andrew Picasso Gannett Fleming				
Designer 2	Chris Gerber Gannett Fleming				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	1.90	%	0.30	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	8.0		
Intersection Ramp # of #	3	8			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				
*North Leg	S 56TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	PINE	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	S 56TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	PINE	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-S56THSt-PINESt-S56THSt-PINESt-2024-02-01-7-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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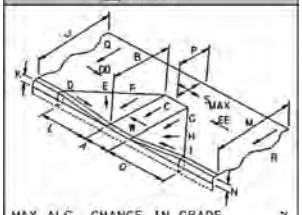
DEPARTMENT OF TRANSPORTATION

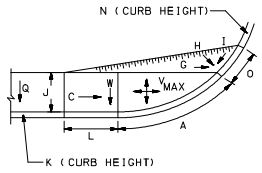
S 56TH ST & PINE ST, PennDOT Location ID # 7

☐ TYPE 1



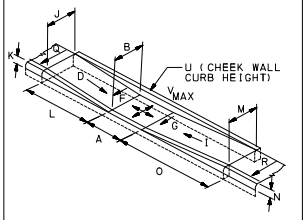
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



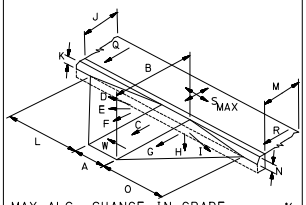
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



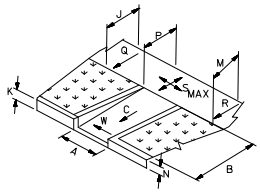
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



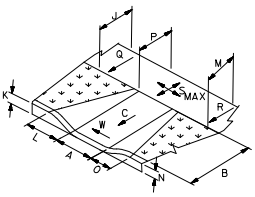
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



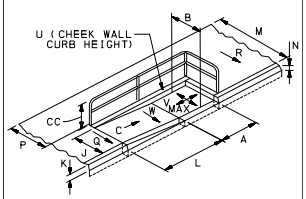
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



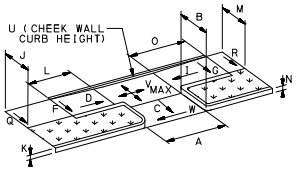
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



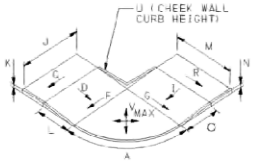
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



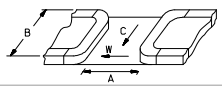
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

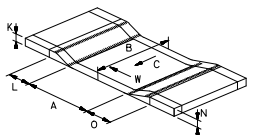
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	40	(IN)
*	C	6.10	(%)
*	D	6.10	(%)
	E	5.60	(%)
*	F	4.30	(%)
*	G	6.10	(%)
	H	7.80	(%)
*	I	7.30	(%)
*	J	48	(IN)
	K	2	(IN)
	L	24	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	48	(IN)
*	P	48	(IN)
*	Q	1.90	(%)
*	R	2.00	(%)
*	S	0.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.80	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	120	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.60	(%)
*	EE	0.50	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

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DEPARTMENT OF TRANSPORTATION

S 56TH ST & PINE ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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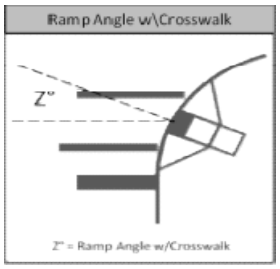
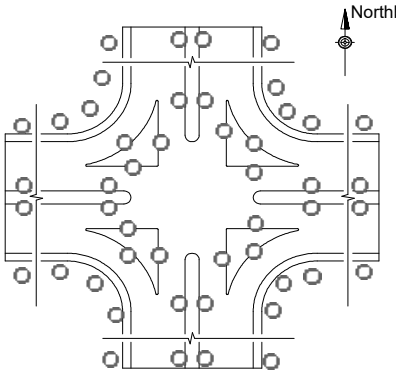
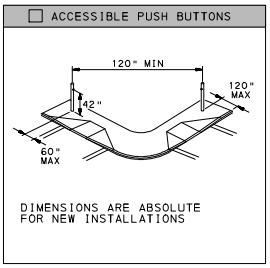
DEPARTMENT OF TRANSPORTATION

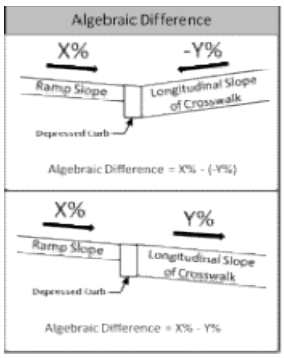
S 56TH ST & PINE ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Andrew Picasso Gannett Fleming				
Designer 2	Chris Gerber Gannett Fleming				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	1.00	%	1.50	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	8.4		
Intersection Ramp # of #	4	8			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				
*North Leg	S 56TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	PINE	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	S 56TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	PINE	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







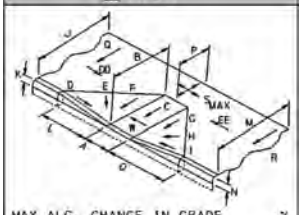


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-S56THSt-PINESt-S56THSt-PINESt-2024-02-01-9-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania
DEPARTMENT OF TRANSPORTATION

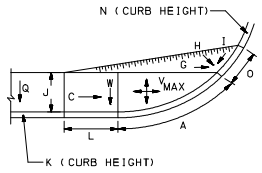
S 56TH ST & PINE ST, PennDOT Location ID # 9

☐ TYPE 1



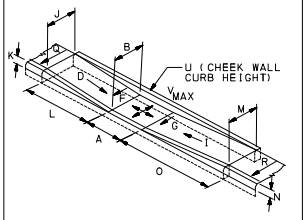
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



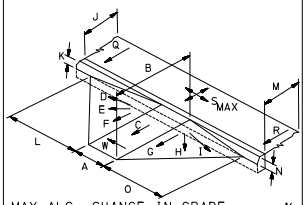
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



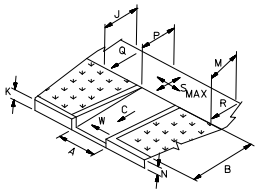
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



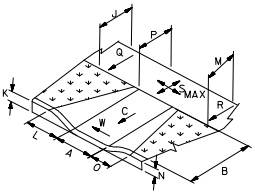
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



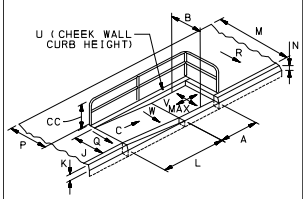
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



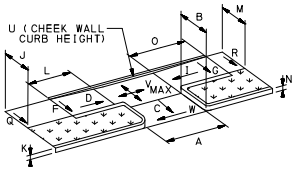
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



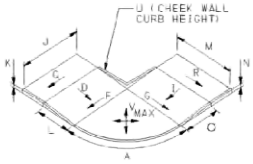
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



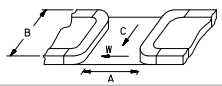
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

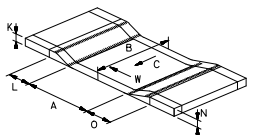
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	54	(IN)
*	C	7.40	(%)
*	D	8.80	(%)
	E	9.60	(%)
*	F	7.00	(%)
*	G	7.50	(%)
	H	7.40	(%)
*	I	5.10	(%)
*	J	48	(IN)
	K	3	(IN)
	L	58	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	40	(IN)
*	P	48	(IN)
*	Q	1.90	(%)
*	R	2.00	(%)
*	S	1.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.80	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	146	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.60	(%)
*	EE	0.50	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

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DEPARTMENT OF TRANSPORTATION

S 56TH ST & PINE ST, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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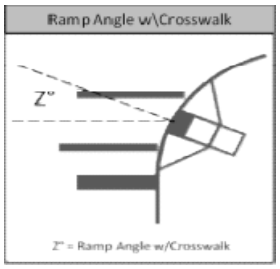
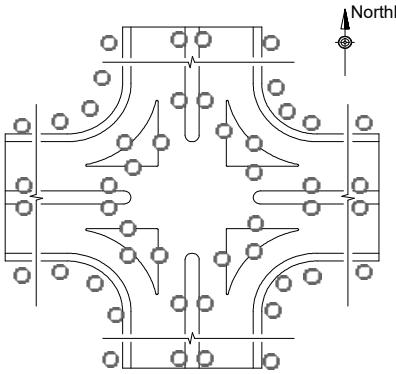
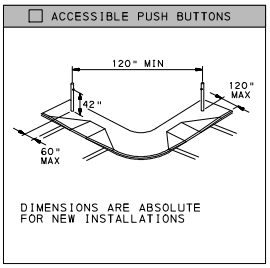
DEPARTMENT OF TRANSPORTATION

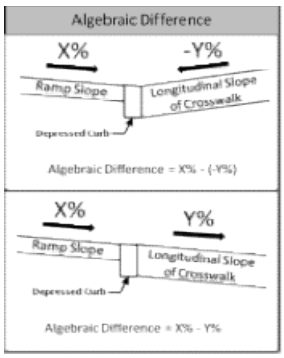
S 56TH ST & PINE ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Andrew Picasso Gannett Fleming				
Designer 2	Chris Gerber Gannett Fleming				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	1.40	%	1.80	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	7.5		
Intersection Ramp # of #	2	4			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				
*North Leg	S 56TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	PINE	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	S 56TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	PINE	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-S56THSt-PINESt-S56THSt-PINESt-2024-02-01-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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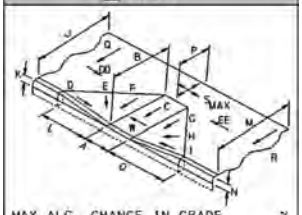
DEPARTMENT OF TRANSPORTATION

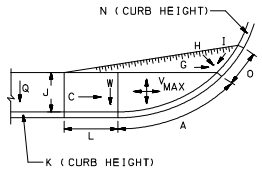
S 56TH ST & PINE ST, PennDOT Location ID # 12

☐ TYPE 1



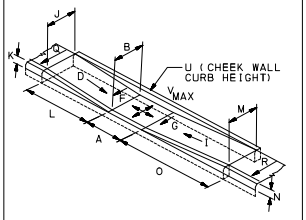
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



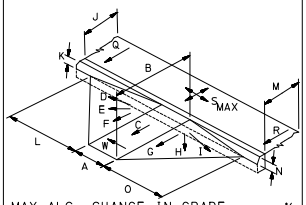
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



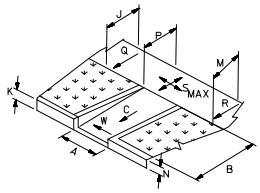
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



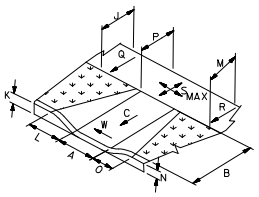
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



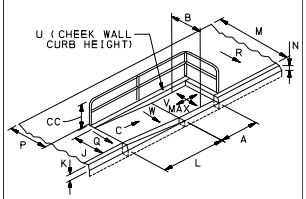
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



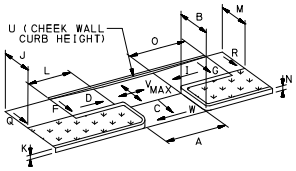
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



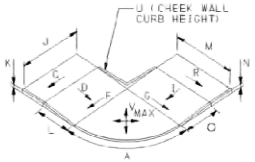
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



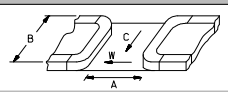
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

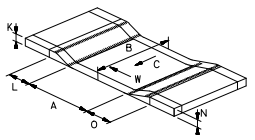
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	80	(IN)	
*	C	6.10	(%)	
*	D	3.70	(%)	
	E	6.70	(%)	
*	F	5.90	(%)	
*	G	4.70	(%)	
	H	7.20	(%)	
*	I	8.10	(%)	
*	J	48	(IN)	
	K	4	(IN)	
	L	44	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	62	(IN)	
*	P	48	(IN)	
*	Q	1.90	(%)	
*	R	1.30	(%)	
*	S	0.90	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.60	(%)	
*	X		(IN)	
*	Y	120	(IN)	
*	YY	120	(IN)	
*	Z	999	(IN)	na
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.80	(%)	
*	EE	3.70	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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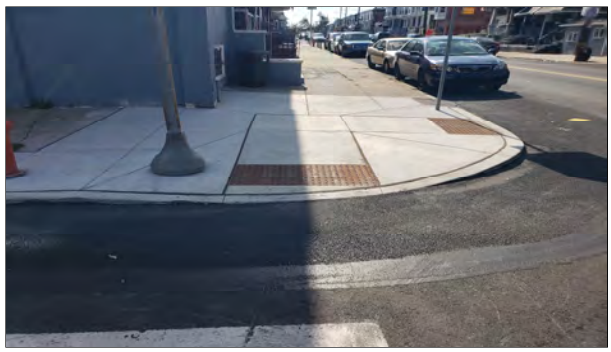
DEPARTMENT OF TRANSPORTATION

S 56TH ST & PINE ST, PennDOT Location ID # 12



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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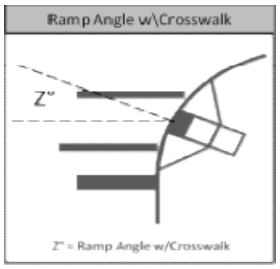
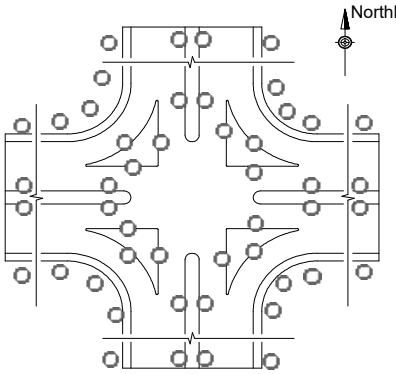
DEPARTMENT OF TRANSPORTATION

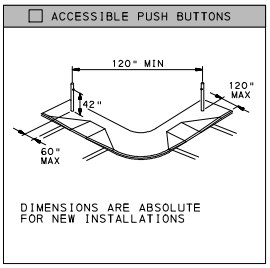
S 56TH ST & PINE ST, PennDOT Location ID # 14

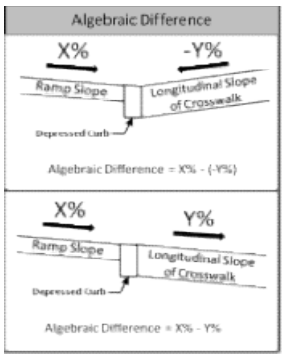
*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Andrew Picasso Gannett Fleming				
Designer 2	Chris Gerber Gannett Fleming				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	-0.30	%	0.10	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	2.2		
Intersection Ramp # of #	1	4			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				

*North Leg	S 56TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	PINE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 56TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	PINE	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-S56THSt-PINESt-S56THSt-PINESt-2024-02-01-14-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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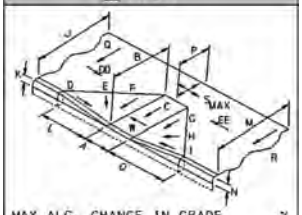
DEPARTMENT OF TRANSPORTATION

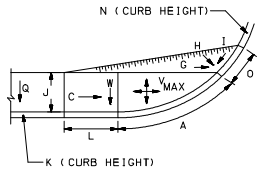
S 56TH ST & PINE ST, PennDOT Location ID # 14

☐ TYPE 1



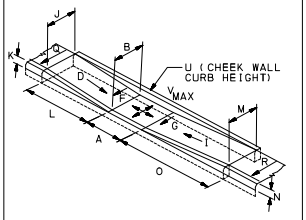
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



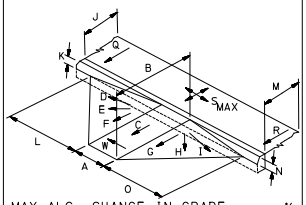
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



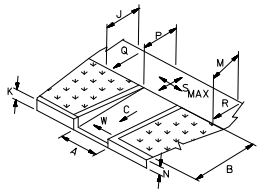
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



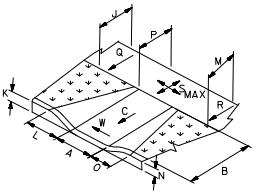
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



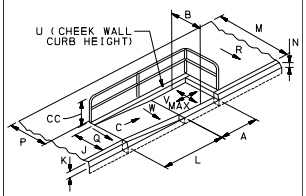
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



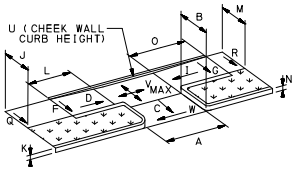
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



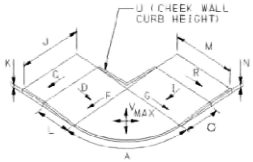
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



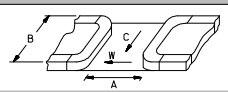
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

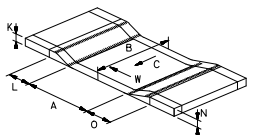
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	73	(IN)	
*	C	2.50	(%)	
*	D	4.40	(%)	
	E	4.10	(%)	
*	F	1.80	(%)	
*	G	2.30	(%)	
	H	3.40	(%)	
*	I	0.30	(%)	
*	J	48	(IN)	
	K	4	(IN)	
	L	51	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	46	(IN)	
*	P	48	(IN)	
*	Q	1.90	(%)	
*	R	1.30	(%)	
*	S	0.90	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.80	(%)	
*	X		(IN)	
*	Y	120	(IN)	
*	YY	120	(IN)	
*	Z	999	(IN)	na
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.80	(%)	
*	EE	3.70	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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DEPARTMENT OF TRANSPORTATION

S 56TH ST & PINE ST, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

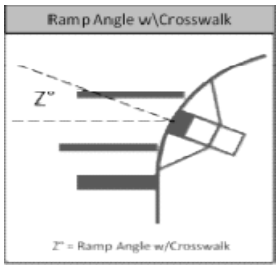
Insert Picture 6

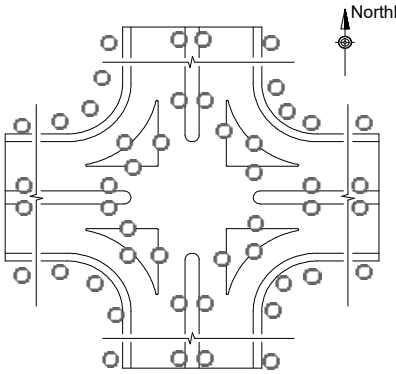
pennsylvania DEPARTMENT OF TRANSPORTATION

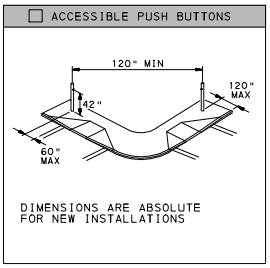
S 56TH ST & PINE ST, PennDOT Location ID # 17

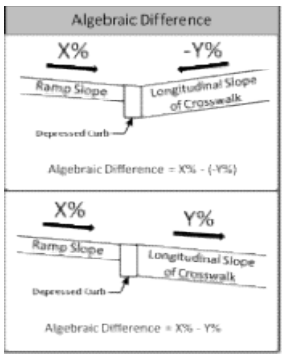
*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Andrew Picasso Gannett Fleming				
Designer 2	Chris Gerber Gannett Fleming				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	4.10	%	0.90	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	10.8		
Intersection Ramp # of #	3	4			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 1				

*North Leg	S 56TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	PINE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 56TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	PINE	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







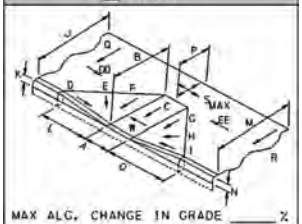


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S56THSt-PINESt-S56THSt-PINESt-2024-02-01-17-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

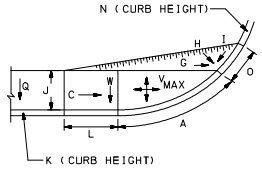
S 56TH ST & PINE ST, PennDOT Location ID # 17

☐ TYPE 1



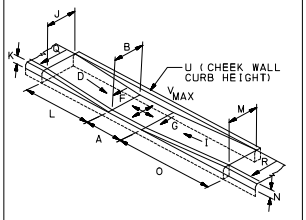
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



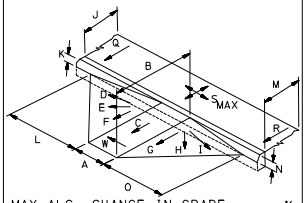
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



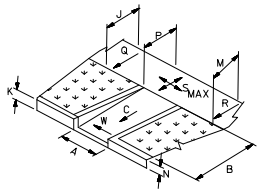
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



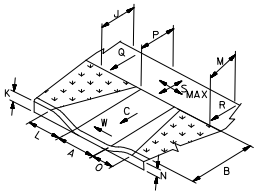
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



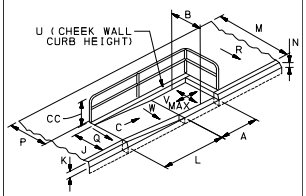
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



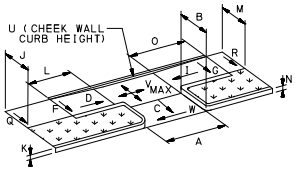
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



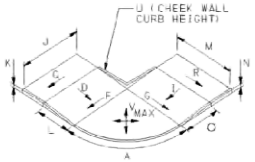
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



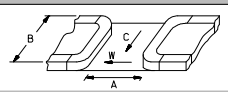
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

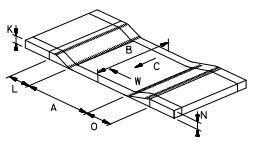
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	60	(IN)	
*	C	6.70	(%)	
*	D	8.80	(%)	
	E	10.70	(%)	
*	F	7.60	(%)	
*	G	999	(%)	na
	H	999	(%)	na
*	I	999	(%)	na
*	J	48	(IN)	
	K	3	(IN)	
	L	54	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	48	(IN)	
*	P	48	(IN)	
*	Q	2.20	(%)	
*	R	0.20	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.70	(%)	
*	X		(IN)	
*	Y	120	(IN)	
*	YY	120	(IN)	
*	Z	999	(IN)	na
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.60	(%)	
*	EE	0.80	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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DEPARTMENT OF TRANSPORTATION

S 56TH ST & PINE ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

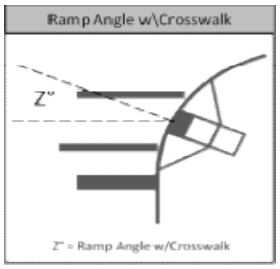
Insert Picture 3

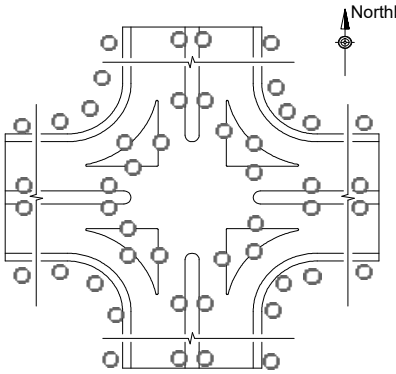
Insert Picture 6

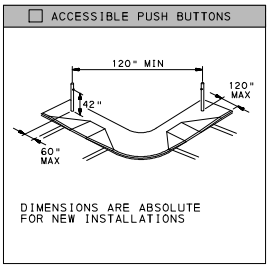
pennsylvania
DEPARTMENT OF TRANSPORTATION

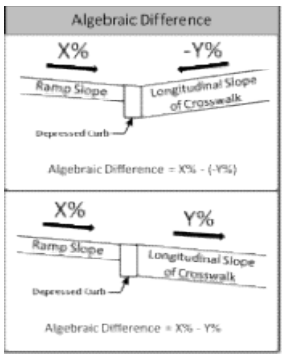
S 56TH ST & PINE ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Chris Gerber Gannett Fleming				
Designer 2	Andrew Picasso Gannett Fleming				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	2.70	%	1.50	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	10.3		
Intersection Ramp # of #	4	4			
*Ramp Location (Use Figure Below)		19			
*Curb Ramp Type	Type 1				
*North Leg	S 56TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	PINE	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	S 56TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	PINE	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







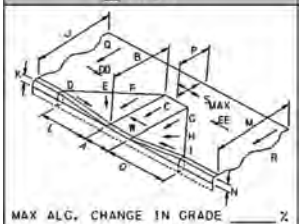


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-S56THSt-PINESt-S56THSt-PINESt-2024-02-01-19-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania
DEPARTMENT OF TRANSPORTATION

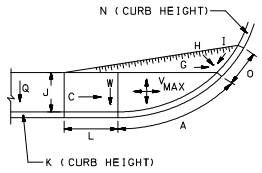
S 56TH ST & PINE ST, PennDOT Location ID # 19

☐ TYPE 1



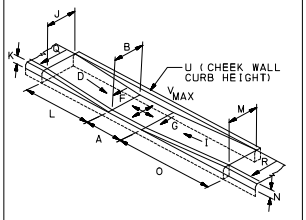
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



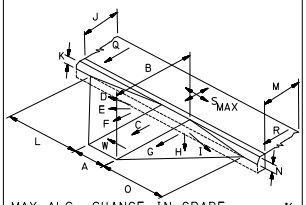
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



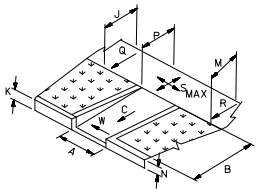
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



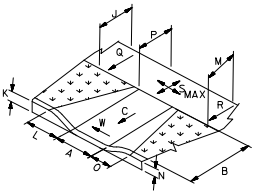
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



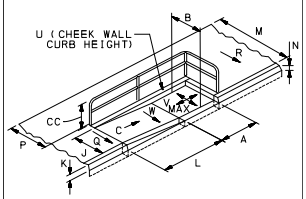
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



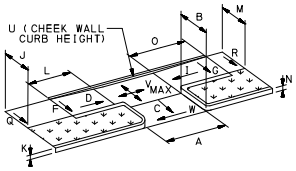
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



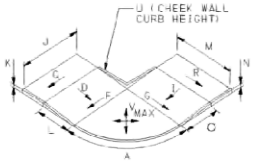
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



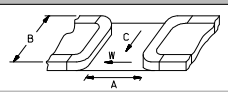
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

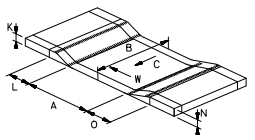
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	53	(IN)	
*	C	7.60	(%)	
*	D	6.60	(%)	
	E	6.70	(%)	
*	F	7.50	(%)	
*	G	7.90	(%)	
	H	10.90	(%)	
*	I	9.90	(%)	
*	J	48	(IN)	
	K	4	(IN)	
	L	40	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	48	(IN)	
*	P	48	(IN)	
*	Q	1.00	(%)	
*	R	0.60	(%)	
*	S	1.60	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.50	(%)	
*	X		(IN)	
*	Y	120	(IN)	
*	YY	120	(IN)	
*	Z	999	(IN)	na
*	ZZ	48	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.40	(%)	
*	EE	1.90	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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S 56TH ST & PINE ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-12)

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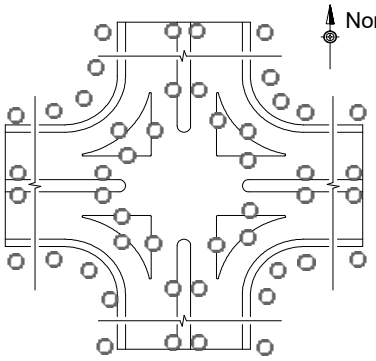
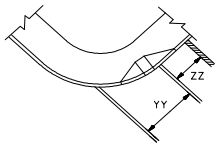
DEPARTMENT OF TRANSPORTATION

N RANDOLPH ST, PennDOT Location ID # 14 — See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	06	19	
Field Investigators 1	Nazir Vasquez Bowman Consulting Group, Ltd.			
Field Investigators 2	Alex Long Bowman Consulting Group, Ltd.			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	0			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Grate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type (if applicable)	Cast Iron			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES			
Longitudinal / Cross slope in Front of Ramp	2.10	%	2.20	%
Turning Maneuver in Street	NO			
Turning Maneuver at Top of Ramp (Smax)	YES			
ECMS #		Alg Δ Grade	9.9	%
Intersection Ramp # of #		1	2	
*Ramp Location (Use Figure Below)			14	
*Curb Ramp Type	Type 1			
*North Leg	N RANDOLPH	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	W GLENWOOD	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	N RANDOLPH	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	W GLENWOOD	(segment)	(offset)	
*West Leg Desc.	Ave			

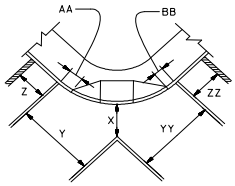


☐ 1 RAMP, 1 CROSSINGS



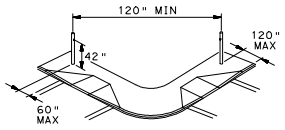
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	☐No ☐Yes	
Asset # (auto)	☐-06-101-60000-NRANDOLPHSt-WGLENWOODAve-NRANDOLPHSt-WGLENWOODAve-2024-06-19-14-Type1	
* Status	☐Current ☐Archive	
Archive Ramp at location #:		
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)	

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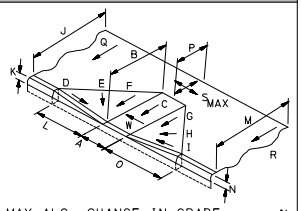
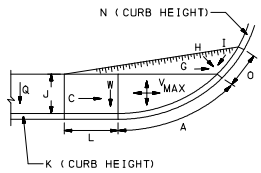
See the last tab of this workbook for instructions

☐ TYPE 1



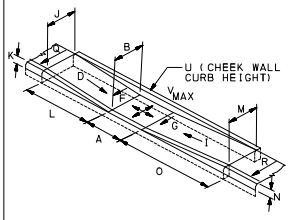
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



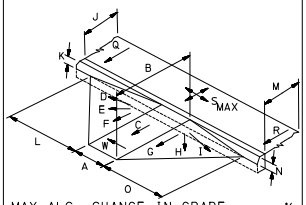
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



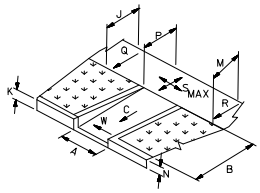
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



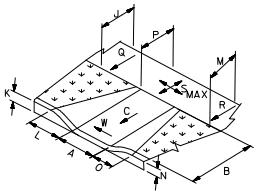
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



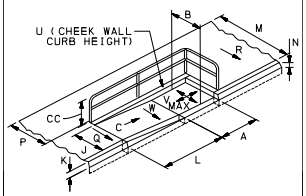
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



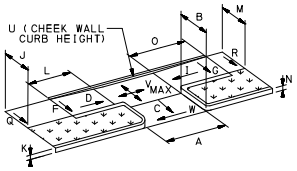
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



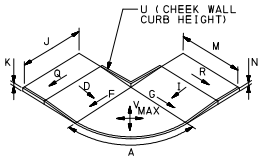
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



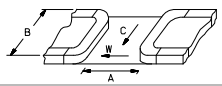
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

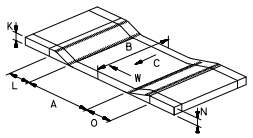
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	45	(IN)
*	C	7.80	(%)
*	D	7.10	(%)
	E	9.10	(%)
*	F	8.00	(%)
*	G	6.50	(%)
	H	7.00	(%)
*	I	6.70	(%)
*	J	138	(IN)
	K	3	(IN)
	L	53	(IN)
*	M	84	(IN)
	N	4	(IN)
	O	50	(IN)
*	P	48	(IN)
*	Q	3.00	(%)
*	R	10.00	(%)
*	S	6.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.10	(%)
*	X		(IN)
*	Y		(IN)
*	YY	122	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

no stopbar

(insert comments below)

CS-4401 (6-12)

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See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(02-09)

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ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Glenwood Avenue and Reese Street	Ramp 14

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan** ○ Yes ○ No

Suggested Repair

Approx. Repair Costs

Actual Repair Costs

Actual Repair

Date Repaired

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:** 06
***County:** Philadelphia
***Twshp/Boro:** Philadelphia City
City Bid # 3897

Submitter Information

Submitted By: Anton Kuhner, P.E.
***Submitter Company:** McMahon Associates, Inc.
Street Address 425 Commerce Drive, Suite 200
City State Zip Fort Washington, PA 19034
Telephone 215-283-9444
***Date Submitted:** June 29, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	● Yes	○ No
Pedestrian Trip Generators	○ Yes	● No
Safety Concerns	○ Yes	● No
R9-3A "No Peds" Signs	○ Yes	● No
Existing Crosswalk	● Yes	○ No
Existing Sidewalk	● Yes	○ No
Existing Push Buttons	○ Yes	● No

ADT

Location Identification

Northbound

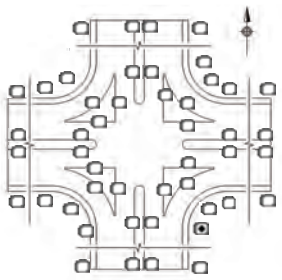
N/A
**SR North - Segment*

Reese Street
**SR South - Segment*

Glenwood Avenue
**SR East - Segment*

Glenwood Avenue
**SR West - Segment*

14
Location #



Investigated design alternatives	Why alternative was not selected
1) Locate Type 1 curb ramp further north	TIF still needed
2) Locate Type 1 curb ramp further south	TIF still needed
3) Extend Ramp	Creates insufficient PAR

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: maximum longitudinal slope of 8.33%, maximum landing slope of 2.00%, maximum triangular landing slope of 2.00%, and maximum 4 feet of PAR. The ramp was designed with a maximum longitudinal ramp slope of 10.00%, a maximum landing area slope of 6.50%, a maximum triangular landing area slope of 4.00%, and a minimum PAR of 3.1 feet.

ADA Review Committee Recommendation

☑ Approved
○ Denied

Minnie Marie Varghese 10.2.23
ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved
○ Denied

Sunil Gill 10/6/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon Associates, Inc.-N/A-Reese Street-Glenwood Avenue-Glenwood Avenue-14-45106*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(02-09)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Glenwood Avenue and Reese Street	Ramp 14

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 ramp further to the north; however shifting the curb ramp further to the north would still require a TIF for the ramp slope and landing area. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the south; however shifting the curb ramp further to the south would still require a TIF for the ramp slope and landing area. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to extend the proposed type 1 ramp; however extending the ramp would still require a TIF due to the steep sidewalk grades at the corner. As a result of this consideration this alternative was eliminated.

Summary

PennDOT requirements dictate that type 1 curb ramps have a maximum triangular landing area of 2.00%, a maximum ramp slope of 8.33%, a maximum landing area slope of 2.00%, and a minimum PAR of 4 feet. It is technically infeasible to meet these requirements because of the close proximity of an existing building on this corner. The ramp was designed with a maximum triangular landing area of 4.00%, a maximum longitudinal ramp slope of 10.00%, a maximum landing area slope of 6.50%, and a minimum PAR of 3.1 feet. This design provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon Associates, Inc.-N/A-Reese Street-Glenwood Avenue-Glenwood Avenue-1*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

CS-4401 (6-12)

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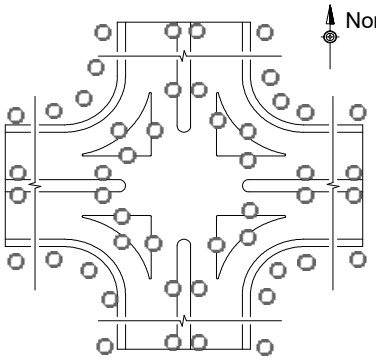
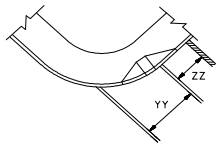
:ANDOLPH ST, PennDOT Locations ID # 17 See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	06	24	
Field Investigators 1	Nazir Vasquez Bowman Consulting Group, Ltd.			
Field Investigators 2	Alex Long Bowman Consulting Group, Ltd.			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	1			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Grate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type (if applicable)	Cast Iron			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES			
Longitudinal / Cross slope in Front of Ramp	2.30	%	1.50	%
Turning Maneuver in Street	NO			
Turning Maneuver at Top of Ramp (Smax)	YES			
ECMS #		Alg Δ Grade	6.7	%
Intersection Ramp # of #		2	2	
*Ramp Location (Use Figure Below)			17	
*Curb Ramp Type	Type 1			
*North Leg	N RANDOLPH	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	W GLENWOOD	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	N RANDOLPH	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	W GLENWOOD	(segment)	(offset)	
*West Leg Desc.	St			

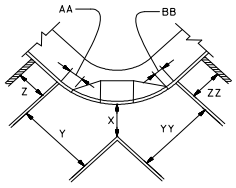


☐ 1 RAMP, 1 CROSSINGS



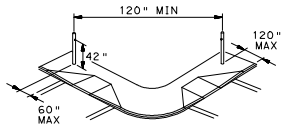
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	☐No ☐Yes	
Asset # (auto)	☐-06-101-60000-NRANDOLPHSt-WGLENWOODAve-NRANDOLPHSt-WGLENWOODSt-2024-06-24-17-Type1	
* Status	☐Current ☐Archive	
Archive Ramp at location #:		
Level of Service	Meets RC-67M	

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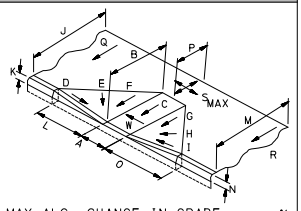
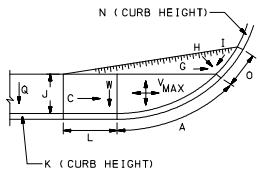
See the last tab of this workbook for instructions

☐ TYPE 1



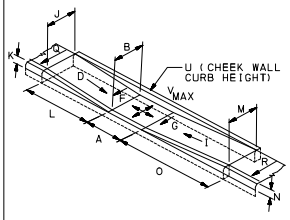
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



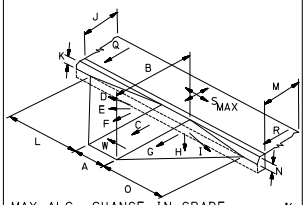
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



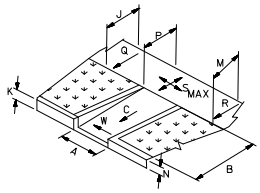
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



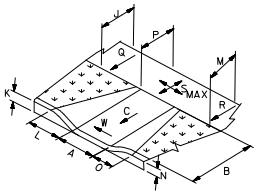
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



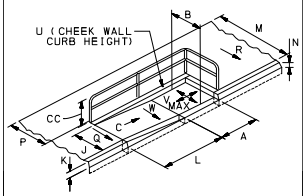
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



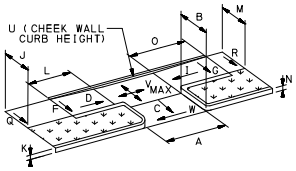
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



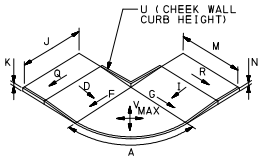
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



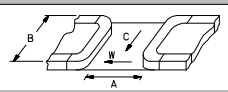
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

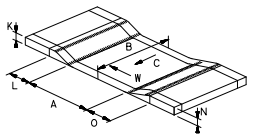
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	46	(IN)
*	C	4.40	(%)
*	D	3.60	(%)
	E	4.30	(%)
*	F	5.00	(%)
*	G	4.70	(%)
	H	5.80	(%)
*	I	3.60	(%)
*	J	151	(IN)
	K	3	(IN)
	L	36	(IN)
*	M	78	(IN)
	N	2	(IN)
	O	45	(IN)
*	P	48	(IN)
*	Q	2.80	(%)
*	R	6.40	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.50	(%)
*	X		(IN)
*	Y		(IN)
*	YY	122	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

no stopbar

(insert comments below)

☐-06-101-60000-NRANDOLPHSt-WGLENWOODAve-NRANDOLPHSt-WGLENWOODSt-2024-06-24-17-Type1

CS-4401 (6-12)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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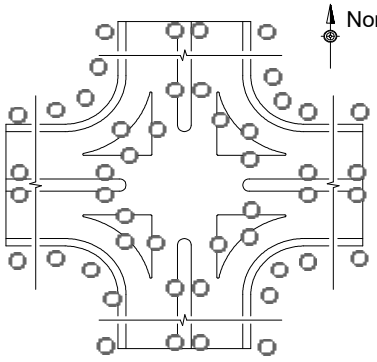
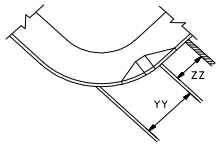
DEPARTMENT OF TRANSPORTATION

'AIRHILL ST, PennDOT Location ID# 12 See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	06	19	
Field Investigators 1	Nazir Vasquez Bowman Consulting Group, Ltd.			
Field Investigators 2	Alex Long Bowman Consulting Group, Ltd.			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	1			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Grate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type (if applicable)	Cast Iron			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES			
Longitudinal / Cross slope in Front of Ramp	6.10	%	1.10	%
Turning Maneuver in Street	NO			
Turning Maneuver at Top of Ramp (Smax)	YES			
ECMS #		Alg Δ Grade	13.3 %	
Intersection Ramp # of #		1	2	
*Ramp Location (Use Figure Below)			12	
*Curb Ramp Type	Type 1			
*North Leg	N FAIRHILL	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	W CORNWALL	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	N FAIRHILL	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	W CORNWALL	(segment)	(offset)	
*West Leg Desc.	St			

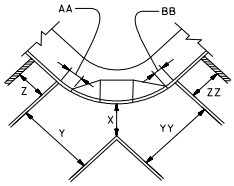


☐ 1 RAMP, 1 CROSSINGS



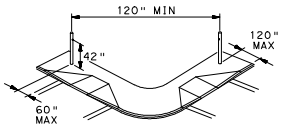
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	☐No ☐Yes	
Asset # (auto)	☐-06-101-60000-NFAIRHILLSt-WCORNWALLSt-NFAIRHILLSt-WCORNWALLSt-2024-06-19-12-Type1	
* Status	☐Current ☐Archive	
Archive Ramp at location #:		
Level of Service	Meets RC-67M	

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DEPARTMENT OF TRANSPORTATION

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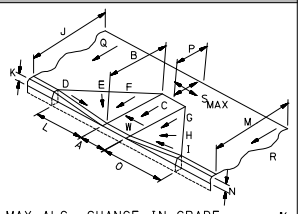
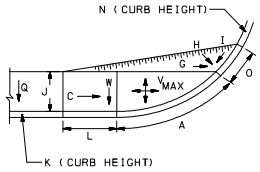
☐ TYPE 1



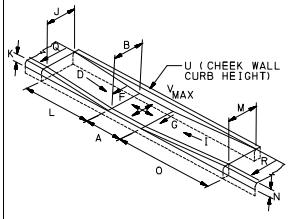
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



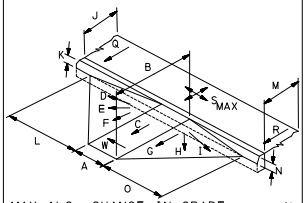
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



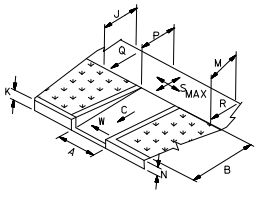
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



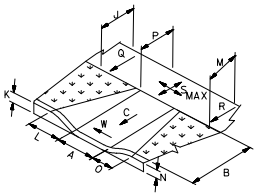
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



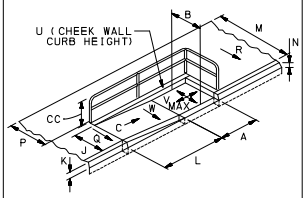
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



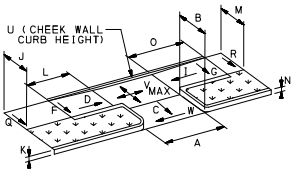
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



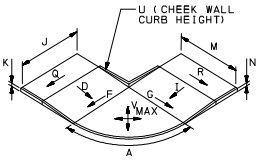
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



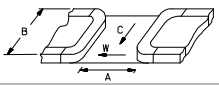
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

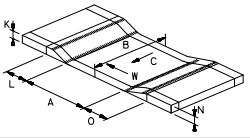
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			
*	A	48	(IN)	
*	B	34	(IN)	
*	C	7.20	(%)	
*	D	8.00	(%)	
	E	8.90	(%)	
*	F	6.90	(%)	
*	G	999.00	(%)	nonwalkable
	H	999.00	(%)	nonwalkable
*	I	999.00	(%)	nonwalkable
*	J	88	(IN)	
	K	3	(IN)	
	L	50	(IN)	
*	M	66	(IN)	
	N	4	(IN)	
	O	32	(IN)	
*	P	48	(IN)	
*	Q	7.40	(%)	
*	R	6.70	(%)	
*	S	1.60	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	115	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	

(insert comments below)

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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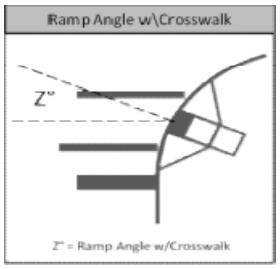
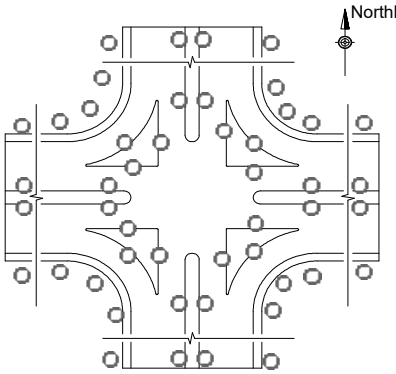
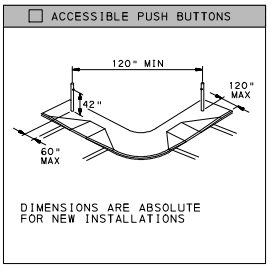
DEPARTMENT OF TRANSPORTATION

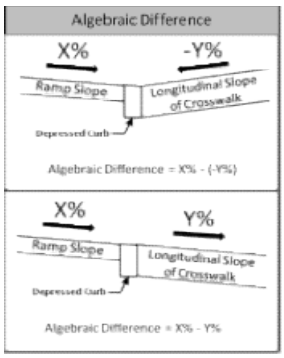
W CORNWALL ST & N REESE ST, PennDOT
Location ID # 4

*Date of Design (yyyy mm dd)	2024	06	19		
Designer 1	Nazir Vasquez Bowman Consulting Group, Ltd.				
Designer 2	Alex Long Bowman Consulting Group, Ltd.				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	NO				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.00	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	8.4		
Intersection Ramp # of #	1	2			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				
*North Leg	N REESE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	W CORNWALL	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	N REESE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	W CORNWALL	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







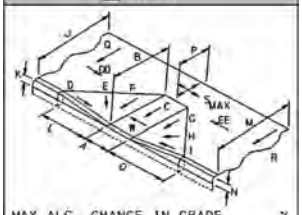


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-NREESESt-WCORNWALLSt-NREESESt-WCORNWALLSt-2024-06-19-4-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)				

pennsylvania
DEPARTMENT OF TRANSPORTATION

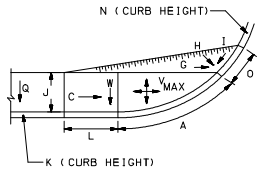
W CORNWALL ST & N REESE ST, PennDOT
Location ID # 4

☐ TYPE 1



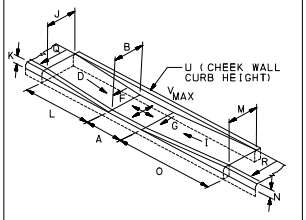
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



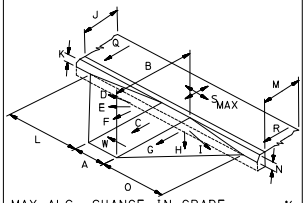
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



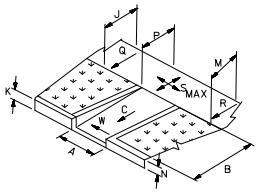
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



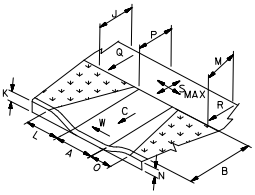
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



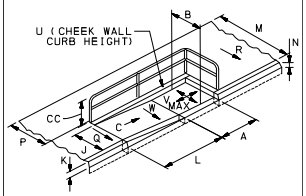
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



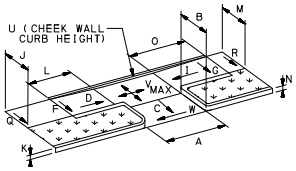
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



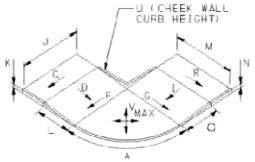
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



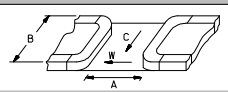
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

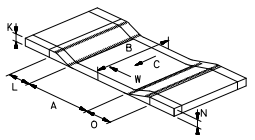
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	32	(IN)
*	C	7.50	(%)
*	D	8.10	(%)
	E	10.40	(%)
*	F	8.30	(%)
*	G	6.90	(%)
	H	8.00	(%)
*	I	8.80	(%)
*	J	87	(IN)
	K	4	(IN)
	L	32	(IN)
*	M	87	(IN)
	N	3	(IN)
	O	49	(IN)
*	P	48	(IN)
*	Q	4.40	(%)
*	R	1.90	(%)
*	S	1.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.10	(%)
*	X		(IN)
*	Y	120	(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.40	(%)
*	EE	3.00	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

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DEPARTMENT OF TRANSPORTATION

W CORNWALL ST & N REESE ST, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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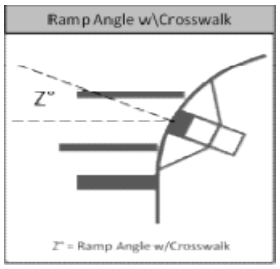
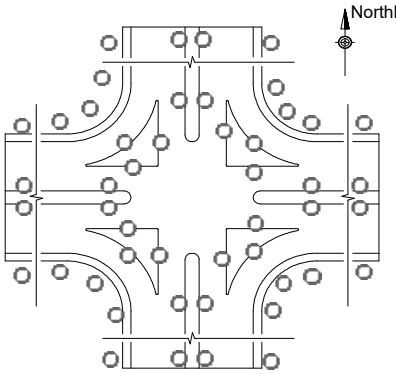
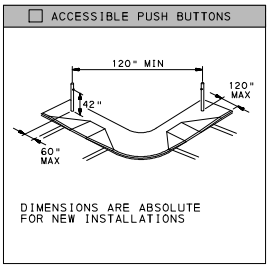
DEPARTMENT OF TRANSPORTATION

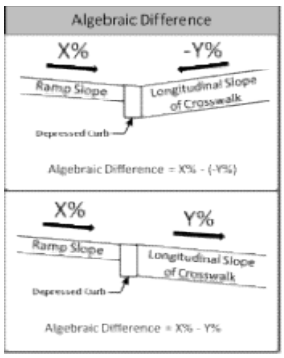
N 6TH ST & W WILLARD ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2024	06	19			
Designer 1	Nazir Vasquez Bowman Consulting Group, Ltd.					
Designer 2	Alex Long Bowman Consulting Group, Ltd.					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.30	%	0.70	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	11.0			
Intersection Ramp # of #	1	1				
*Ramp Location (Use Figure Below)		09				
*Curb Ramp Type	Type 1					
*North Leg	N 6TH	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	W WILLARD	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	N 6TH	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	W WILLARD	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







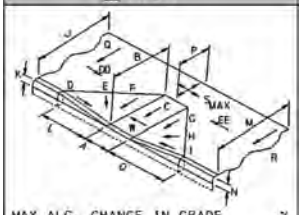


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N6THSt-WWILLARDSt-N6THSt-WWILLARDSt-2024-06-19-9-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)			

pennsylvania
DEPARTMENT OF TRANSPORTATION

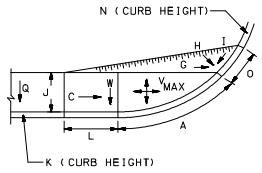
N 6TH ST & W WILLARD ST, PennDOT Location
ID # 9

☐ TYPE 1



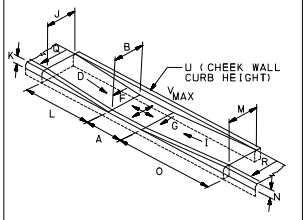
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



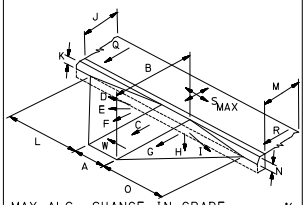
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



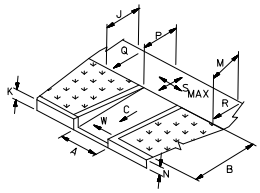
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



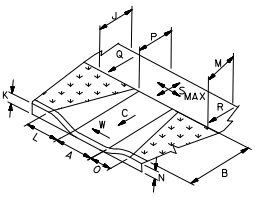
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



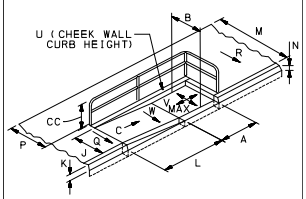
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



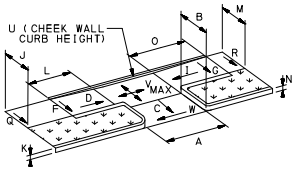
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



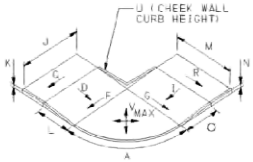
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



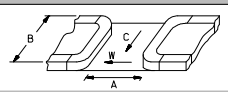
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

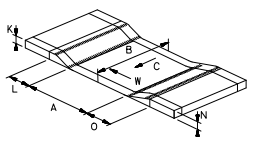
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	60	(IN)
*	C	8.70	(%)
*	D	5.60	(%)
	E	7.20	(%)
*	F	8.30	(%)
*	G	8.10	(%)
	H	9.60	(%)
*	I	7.30	(%)
*	J	92	(IN)
	K	2	(IN)
	L	24	(IN)
*	M	51	(IN)
	N	3	(IN)
	O	36	(IN)
*	P	56	(IN)
*	Q	7.60	(%)
*	R	5.10	(%)
*	S	2.40	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	108	(IN)
*	Z		(IN)
*	ZZ	62	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.10	(%)
*	EE	2.50	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments ▲

C-06-101-60000-N6THSt-WWILLARDSt-N6THSt-WWILLARDSt-2024-06-19-9-Type1

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N 6TH ST & W WILLARD ST, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(02-09)

pennsylvania DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

6th Street and Willard Street	Ramp 09

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Anton Kuhner, P.E.
***Submitter Company:**	McMahon Associates, Inc.
Street Address	425 Commerce Drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	June 29, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	◉ Yes	○ No
Pedestrian Trip Generators	○ Yes	◉ No
Safety Concerns	○ Yes	◉ No
R9-3A "No Peds" Signs	○ Yes	◉ No
Existing Crosswalk	◉ Yes	○ No
Existing Sidewalk	◉ Yes	○ No
Existing Push Buttons	○ Yes	◉ No

ADT

Location Identification

6th Street
**SR North - Segment*

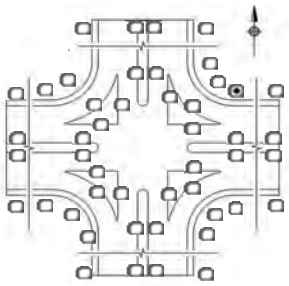
6th Street
**SR South - Segment*

Willard Street
**SR East - Segment*

N/A
**SR West - Segment*

09
Location #

Northbound



Investigated design alternatives	Why alternative was not selected
1) Shift ramp further west	TIF still needed
2) Shift ramp further east	Conflict with existing step
3) Provide pavement adjustment	TIF still needed, No justification

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: maximum longitudinal ramp slope of 8.33%, maximum landing area slope of 2.00%, and minimum PAR of 4 feet. The ramp was designed with a maximum longitudinal ramp slope of 10.00%, a maximum landing area slope of 4.33%, and a minimum PAR of 3 feet.

ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

Minnie Marie Varghese 10.2.23
ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

Sunil Gill 10/6/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon Associates, Inc.-6th Street-6th Street-Willard Street-N/A-9-45106*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(02-09)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

6th Street and Willard Street	Ramp 09

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 ramp further to the west; however shifting the curb ramp further to the west would still require a TIF for the ramp slope. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the east; however shifting the curb ramp further to the east would create a conflict with the existing step on this corner. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to provide a pavement adjustment; however there is no justification for a pavement adjustment. Additionally, a pavement adjustment would not eliminate the non-compliant ramp slopes. As a result of these considerations this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum longitudinal ramp slope of 8.33%, a maximum landing area slope of 2.00%, and a minimum PAR of 4 feet. It is technically infeasible to meet these requirements because of the close proximity of an existing step on this corner. The ramp was designed with a maximum longitudinal ramp slope of 10.00%, a maximum landing area slope of 4.33%, and a minimum PAR of 3 feet. This design provides access to the maximum extent feasible.

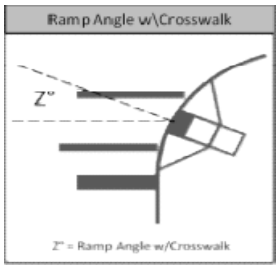
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon Associates, Inc.-6th Street-6th Street-Willard Street-N/A-9-45106*

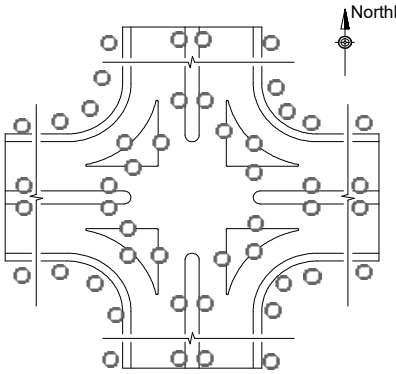
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

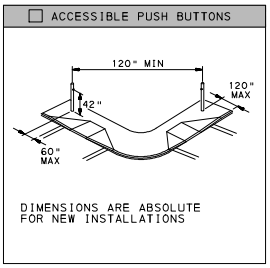
pennsylvania
DEPARTMENT OF TRANSPORTATION

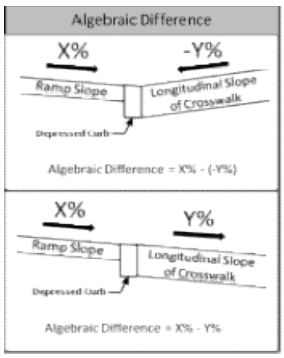
N 11TH ST & W PACIFIC ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2024	06	19		
Designer 1	Nazir Vasquez Bowman Consulting Group, Ltd.				
Designer 2	Alex Long Bowman Consulting Group, Ltd.				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	4.80	%	0.90	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	10.8		
Intersection Ramp # of #	1	2			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				
*North Leg	N 11TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	W PACIFIC	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	N 11TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	W PACIFIC	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







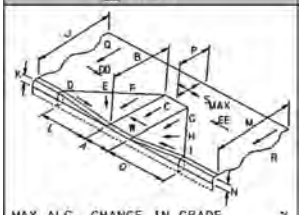


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N11THSt-WPACIFICSt-N11THSt-WPACIFICSt-2024-06-19-9-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)			

pennsylvania
DEPARTMENT OF TRANSPORTATION

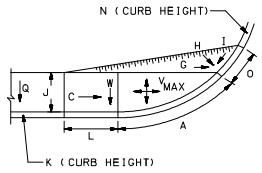
N 11TH ST & W PACIFIC ST, PennDOT Location
ID # 9

☐ TYPE 1



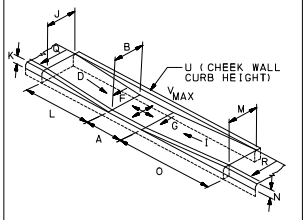
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



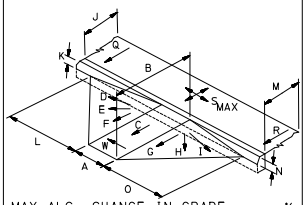
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



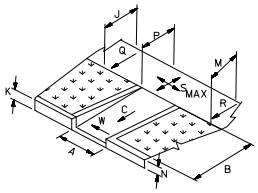
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



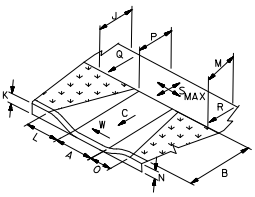
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



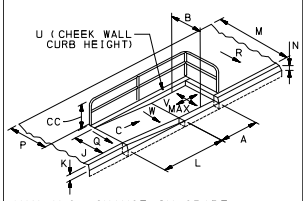
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



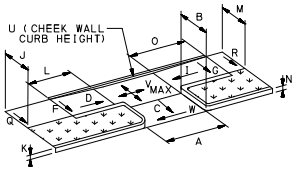
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



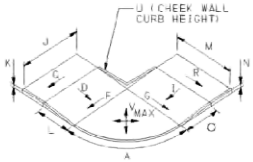
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



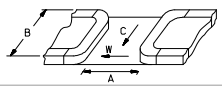
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

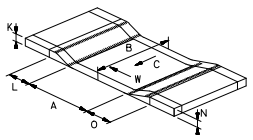
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	80	(IN)
*	C	6.00	(%)
*	D	8.00	(%)
	E	5.50	(%)
*	F	1.50	(%)
*	G	1.50	(%)
	H	7.60	(%)
*	I	9.10	(%)
*	J	113	(IN)
	K	6	(IN)
	L	36	(IN)
*	M	102	(IN)
	N	3	(IN)
	O	45	(IN)
*	P	48	(IN)
*	Q	4.70	(%)
*	R	3.40	(%)
*	S	2.10	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.50	(%)
*	X		(IN)
*	Y		(IN)
*	YY	113	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	6.60	(%)
*	EE	2.20	(%)

Comments ▲
no stopbar

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-N11THSt-WPACIFICSt-N11THSt-WPACIFICSt-2024-06-19-9-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

N 11TH ST & W PACIFIC ST, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(02-09)

pennsylvania DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

11th Street and Pacific Street	Ramp 09

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Anton Kuhner, P.E.
***Submitter Company:**	McMahon Associates, Inc.
Street Address	425 Commerce Drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	June 29, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	◉ Yes	○ No
Pedestrian Trip Generators	○ Yes	◉ No
Safety Concerns	○ Yes	◉ No
R9-3A "No Peds" Signs	○ Yes	◉ No
Existing Crosswalk	◉ Yes	○ No
Existing Sidewalk	◉ Yes	○ No
Existing Push Buttons	○ Yes	◉ No

ADT

Location Identification

11th Street
**SR North - Segment*

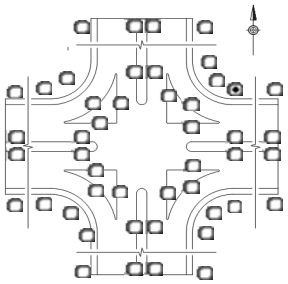
11th Street
**SR South - Segment*

Pacific Street
**SR East - Segment*

N/A
**SR West - Segment*

09
Location #

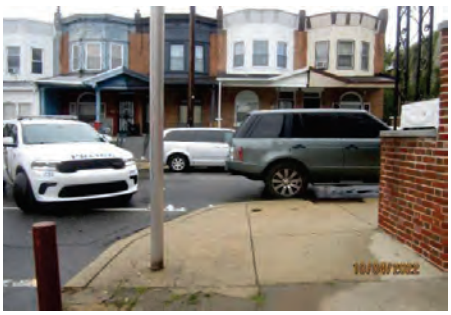
Northbound



Investigated design alternatives	Why alternative was not selected
1) Locate Type 1 curb ramp further west	TIF still needed
2) Locate Type 1 curb ramp further east	TIF still needed
3) Extend Ramp	TIF still needed

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: maximum longitudinal ramp slope of 8.33% and maximum landing slope of 2.00%. The ramp was designed with a maximum longitudinal ramp slope of 12.00% and a maximum landing slope of 6.50%.



ADA Review Committee Recommendation

☑ Approved
○ Denied

Maria Vayhese 10.2.23
ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved
○ Denied

Sunil Gill 10/06/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon Associates, Inc.-11th Street-11th Street-Pacific Street-N/A-9-45106*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(02-09)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

11th Street and Pacific Street	Ramp 09

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 ramp further to the west; however shifting the curb ramp further to the west would still require a TIF for the ramp slope and landing area. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the east; however shifting the curb ramp further to the east would still require a TIF for the ramp slope and landing area. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to extend the proposed type 1 ramp; however extending the ramp would still require a TIF for the ramp slope and landing area. Additionally, the ramp can not be extending much further due to an existing step on this corner. As a result of these considerations this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum ramp slope of 8.33% and a maximum landing area slope of 2.00%. It is technically infeasible to meet these requirements because of the close proximity of an existing step on this corner. The ramp was designed with a maximum longitudinal ramp slope of 12.00% and a maximum landing area slope of 6.50%. This design provides access to the maximum extent feasible.

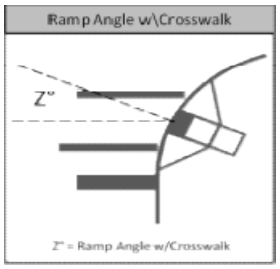
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon Associates, Inc.-11th Street-11th Street-Pacific Street-N/A-9-45106*

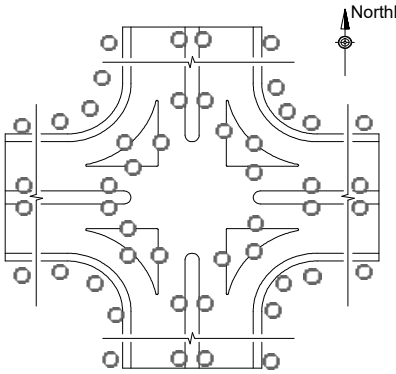
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

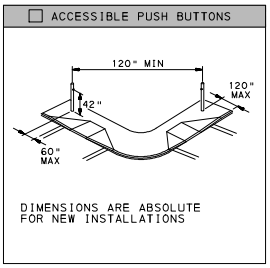
pennsylvania
DEPARTMENT OF TRANSPORTATION

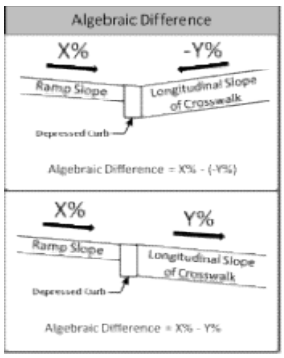
N 11TH ST & W PACIFIC ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2024	06	19			
Designer 1	Nazir Vasquez Bowman Consulting Group, Ltd.					
Designer 2	Alex Long Bowman Consulting Group, Ltd.					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	2.40	%	2.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	13.3			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		12				
*Curb Ramp Type	Type 1					
*North Leg	N 11TH	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	W PACIFIC	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	N 11TH	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	W PACIFIC	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







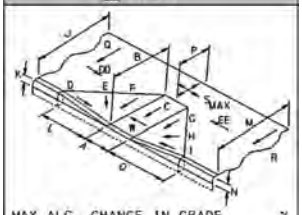


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N11THSt-WPACIFICSt-N11THSt-WPACIFICSt-2024-06-19-12-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)			

pennsylvania
DEPARTMENT OF TRANSPORTATION

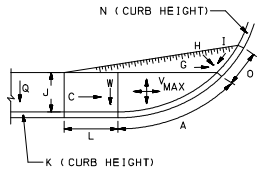
N 11TH ST & W PACIFIC ST, PennDOT Location
ID # 12

☐ TYPE 1



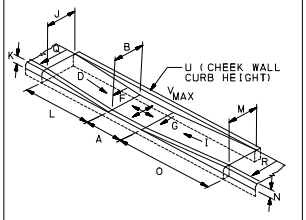
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



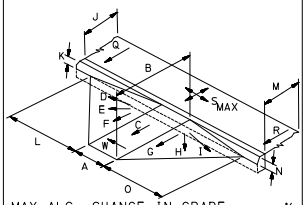
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



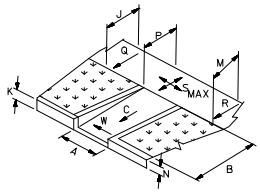
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



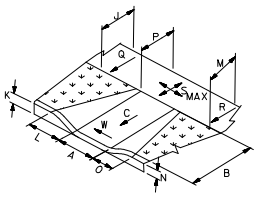
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



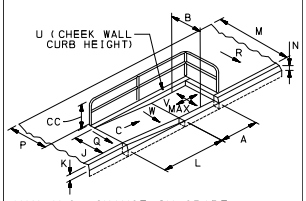
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



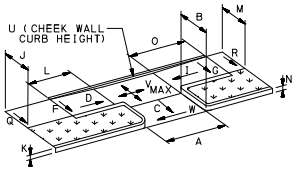
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



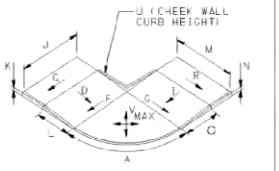
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



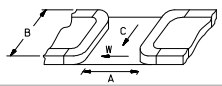
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

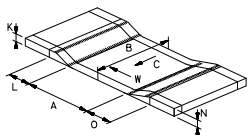
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN

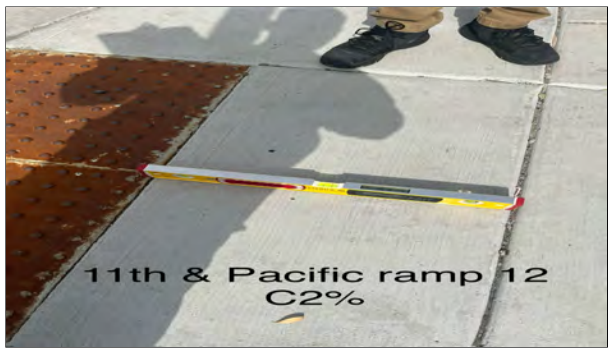


	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	48	(IN)	
*	C	11.00	(%)	
*	D	8.20	(%)	
	E	11.20	(%)	
*	F	10.50	(%)	
*	G	11.00	(%)	
	H	8.60	(%)	
*	I	4.10	(%)	
*	J	84	(IN)	
	K	4	(IN)	
	L	66	(IN)	
*	M	116	(IN)	
	N	3	(IN)	
	O	24	(IN)	
*	P	48	(IN)	
*	Q	7.60	(%)	
*	R	3.50	(%)	
*	S	5.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	2.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	113	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	6.70	(%)	
*	EE	2.10	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-N11THSt-WPACIFICSt-N11THSt-WPACIFICSt-2024-06-19-12-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

N 11TH ST & W PACIFIC ST, PennDOT Location ID # 12



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(02-09)

pennsylvania DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

11th Street and Pacific Street	Ramp 12

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Anton Kuhner, P.E.
***Submitter Company:**	McMahon Associates, Inc.
Street Address	425 Commerce Drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	June 29, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	● Yes	○ No
Pedestrian Trip Generators	○ Yes	● No
Safety Concerns	○ Yes	● No
R9-3A "No Peds" Signs	○ Yes	● No
Existing Crosswalk	● Yes	○ No
Existing Sidewalk	● Yes	○ No
Existing Push Buttons	○ Yes	● No

ADT

Location Identification

11th Street
**SR North - Segment*

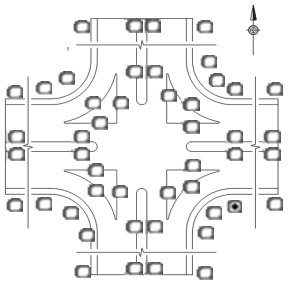
11th Street
**SR South - Segment*

Pacific Street
**SR East - Segment*

N/A
**SR West - Segment*

12
Location #

Northbound



Investigated design alternatives	Why alternative was not selected
1) Locate Type 1 curb ramp further west	TIF still needed
2) Locate Type 1 curb ramp further east	TIF still needed
3) Extend Ramp	TIF still needed

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: maximum longitudinal ramp slope of 8.33% and maximum landing slope of 2.00%. The ramp was designed with a maximum longitudinal ramp slope of 11.00% and a maximum landing area slope of 6.00%.

ADA Review Committee Recommendation

☑ Approved
○ Denied

Minna Marie Vayghese 10.2.23
ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved
○ Denied

Sunil Gill 10/06/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon Associates, Inc.-11th Street-11th Street-Pacific Street-N/A-12-45106*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(02-09)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

11th Street and Pacific Street	Ramp 12

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 ramp further to the west; however shifting the curb ramp further to the west would still require a TIF for the ramp slope and landing area. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the east; however shifting the curb ramp further to the east would still require a TIF for the ramp slope and landing area. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to extend the proposed type 1 ramp; however extending the ramp would still require a TIF for the ramp slope and landing area due to the location of the step on this corner. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum ramp slope of 8.33% and a maximum landing area slope of 2.00%. It is technically infeasible to meet these requirements because of the close proximity of an existing step on this corner. The ramp was designed with a maximum longitudinal ramp slope of 11.00% and a maximum landing area slope of 6.00%. This design provides access to the maximum extent feasible.

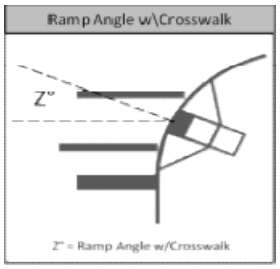
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon Associates, Inc.-11th Street-11th Street-Pacific Street-N/A-12-45106*

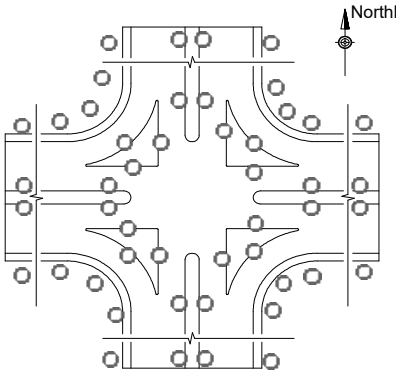
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

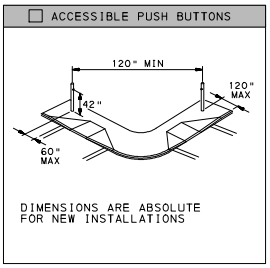
pennsylvania
DEPARTMENT OF TRANSPORTATION

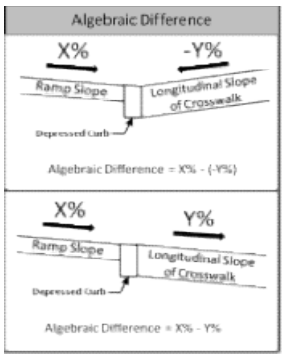
N FAIRHILL ST & W WILLARD ST, PennDOT
Location ID # 14

*Date of Design (yyyy mm dd)	2024	06	20			
Designer 1	Nazir Vasquez Bowman Consulting Group, Ltd.					
Designer 2	Alex Long Bowman Consulting Group, Ltd.					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	4.30	%	0.10	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		15	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	12.7			
Intersection Ramp # of #	1	1				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					
*North Leg	N FAIRHILL	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	W WILLARD	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	N FAIRHILL	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	W WILLARD	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







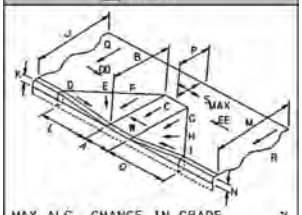


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-NFAIRHILLSt-WWILLARDSt-NFAIRHILLSt-WWILLARDSt-2024-06-20-14-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)			

pennsylvania
DEPARTMENT OF TRANSPORTATION

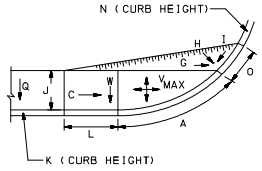
N FAIRHILL ST & W WILLARD ST, PennDOT
Location ID # 14

☐ TYPE 1



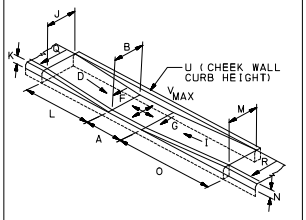
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



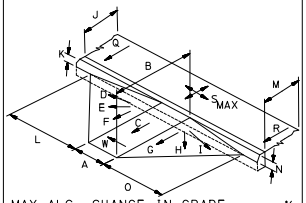
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



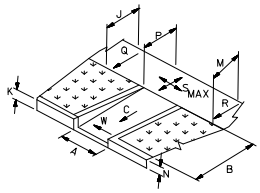
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



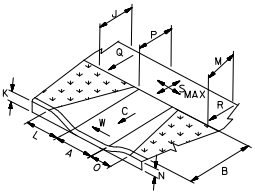
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



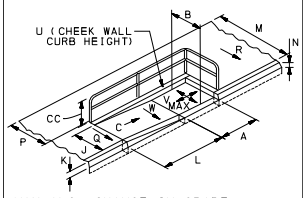
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



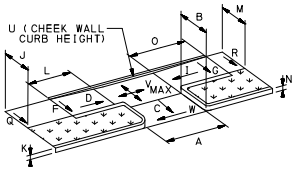
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



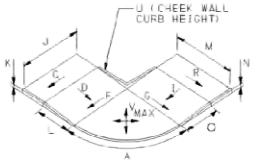
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



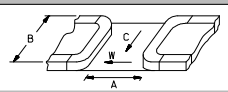
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

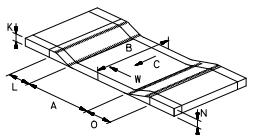
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		Comments
*	A	48 (IN)	
*	B	24 (IN)	
*	C	8.30 (%)	
*	D	999 (%)	nonwakable
	E	999 (%)	nonwalkable
*	F	999 (%)	nonwalkable
*	G	8.50 (%)	
	H	10.10 (%)	
*	I	7.70 (%)	
*	J	99 (IN)	
	K	6 (IN)	
	L	28 (IN)	
*	M	76 (IN)	
	N	3 (IN)	
	O	24 (IN)	
*	P	48 (IN)	
*	Q	3.00 (%)	
*	R	4.50 (%)	
*	S	5.00 (%)	
	T	(IN)	
	U	(IN)	
*	V	(%)	
*	W	0.10 (%)	
*	X	(IN)	
*	Y	(IN)	
*	YY	115 (IN)	
*	Z	(IN)	
*	ZZ	999 (IN)	no stopbar
*	AA	(IN)	
*	BB	(IN)	
	CC	(IN)	
*	DD	6.30 (%)	
*	EE	3.50 (%)	
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)	(%)	

C-06-101-60000-NFAIRHILLSt-WWILLARDSt-NFAIRHILLSt-WWILLARDSt-2024-06-20-14-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

N FAIRHILL ST & W WILLARD ST, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(02-09)

pennsylvania DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Willard Street and Fairhill Street	Ramp 14

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Anton Kuhner, P.E.
***Submitter Company:**	McMahon Associates, Inc.
Street Address	425 Commerce Drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	June 29, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	◉ Yes	○ No
Pedestrian Trip Generators	○ Yes	◉ No
Safety Concerns	○ Yes	◉ No
R9-3A "No Peds" Signs	○ Yes	◉ No
Existing Crosswalk	◉ Yes	○ No
Existing Sidewalk	◉ Yes	○ No
Existing Push Buttons	○ Yes	◉ No

ADT

Location Identification

N/A
**SR North - Segment*

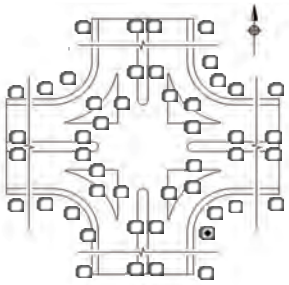
Fairhill Street
**SR South - Segment*

Willard Street
**SR East - Segment*

Willard Street
**SR West - Segment*

14
Location #

Northbound



Investigated design alternatives	Why alternative was not selected
1) Locate Type 1 curb ramp further north	Conflict with existing inlet
2) Locate Type 1 curb ramp further south	TIF still needed
3) Increase pavement adjustment build up	Need to maintain positive drainage and reasonable curbline slopes

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: maximum landing slope of 2.00% and maximum flare slope of 10.00%. The ramp was designed with a maximum landing area slope of 5.00% and left and right flare slopes of 16.77% and 11.35%, respectively.

ADA Review Committee Recommendation

☑ Approved
○ Denied

Minnie Marie Varghese 10.2.23
ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved
○ Denied

Sunil Gill 10/6/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon Associates, Inc.-N/A-Fairhill Street-Willard Street-Willard Street-14-45106*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(02-09)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Willard Street and Fairhill Street	Ramp 14

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 ramp further to the north; however shifting the curb ramp further to the north would create a conflict with an existing stormwater inlet located on this corner. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the south; however shifting the curb ramp further to the south would still require a TIF. Additionally, there is limited space to shift the ramp further south due to an existing driveway on this corner. As a result of these considerations this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to increase the build up of the pavement adjustment; however the pavement adjustment was designed to a maximum in order to provide positive drainage along the curbline. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum landing slope of 2.00% and a maximum flare slope of 10.00%. It is technically infeasible to meet these requirements because of the close proximity of an existing stormwater inlet and driveway on this corner. The ramp was designed with a maximum landing area slope of 5.00% and left and right flare slopes of 16.77% and 11.35%, respectively. This design provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon Associates, Inc.-N/A-Fairhill Street-Willard Street-Willard Street-14-45106*

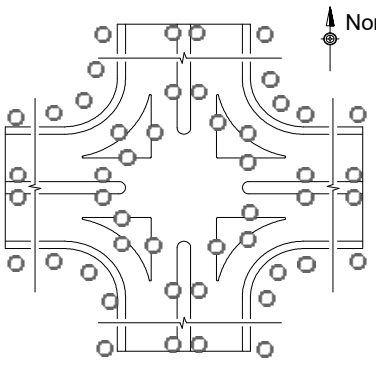
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

CS-4401 (6-12)

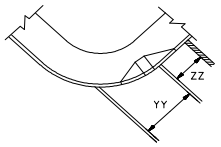
pennsylvania
DEPARTMENT OF TRANSPORTATION

N RANDOLPH ST, PennDOT Location ID # 14 — See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	06	19	
Field Investigators 1	Nazir Vasquez Bowman Consulting Group, Ltd.			
Field Investigators 2	Alex Long Bowman Consulting Group, Ltd.			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	0			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Grate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type (if applicable)	Cast Iron			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES			
Longitudinal / Cross slope in Front of Ramp	2.10	%	2.20	%
Turning Maneuver in Street	NO			
Turning Maneuver at Top of Ramp (Smax)	YES			
ECMS #		Alg Δ Grade	9.9	%
Intersection Ramp # of #		1	2	
*Ramp Location (Use Figure Below)			14	
*Curb Ramp Type	Type 1			
*North Leg	N RANDOLPH	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	W GLENWOOD	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	N RANDOLPH	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	W GLENWOOD	(segment)	(offset)	
*West Leg Desc.	Ave			

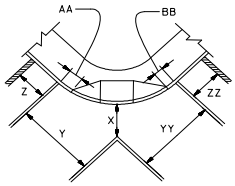


☐ 1 RAMP, 1 CROSSINGS



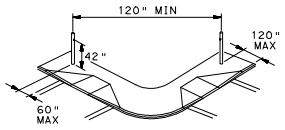
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



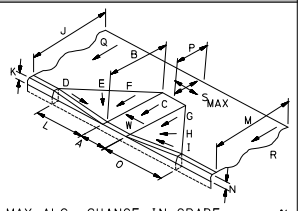
DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	☐No ☐Yes	
Asset # (auto)	☐-06-101-60000-NRANDOLPHSt-WGLENWOODAve-NRANDOLPHSt-WGLENWOODAve-2024-06-19-14-Type1	
* Status	☐Current ☐Archive	
Archive Ramp at location #:		
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)	

pennsylvania
DEPARTMENT OF TRANSPORTATION

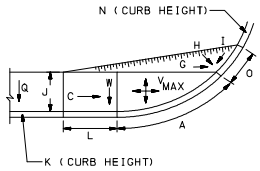
See the last tab of this workbook for instructions

☐ TYPE 1



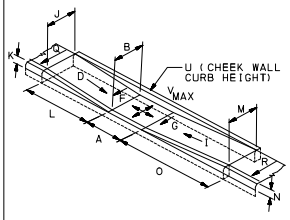
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



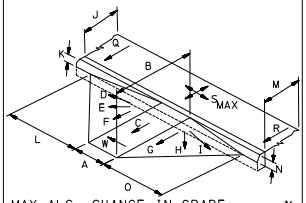
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



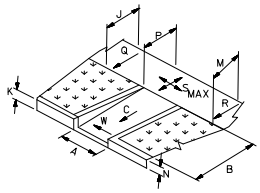
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



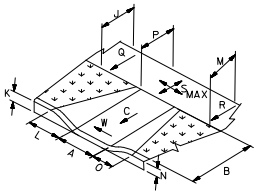
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



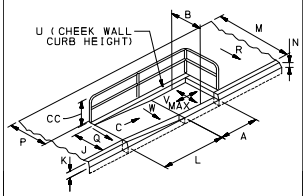
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



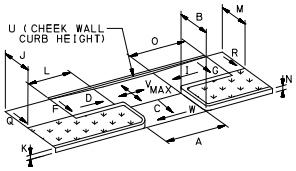
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



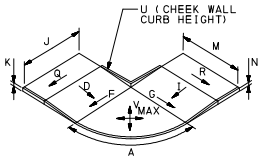
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



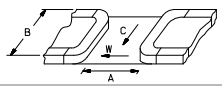
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

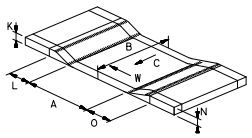
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	45	(IN)
*	C	7.80	(%)
*	D	7.10	(%)
	E	9.10	(%)
*	F	8.00	(%)
*	G	6.50	(%)
	H	7.00	(%)
*	I	6.70	(%)
*	J	138	(IN)
	K	3	(IN)
	L	53	(IN)
*	M	84	(IN)
	N	4	(IN)
	O	50	(IN)
*	P	48	(IN)
*	Q	3.00	(%)
*	R	10.00	(%)
*	S	6.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.10	(%)
*	X		(IN)
*	Y		(IN)
*	YY	122	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

no stopbar

(insert comments below)

☐-06-101-60000-NRANDOLPHSt-WGLENWOODAve-NRANDOLPHSt-WGLENWOODAve-2024-06-19-14-Type1

CS-4401 (6-12)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-12)

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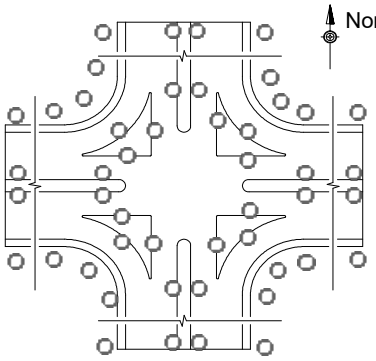
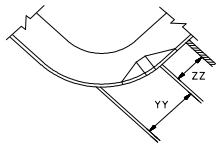
DEPARTMENT OF TRANSPORTATION

ANDOLPH ST, PennDOT Location ID # 17 See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	06	24	
Field Investigators 1	Nazir Vasquez Bowman Consulting Group, Ltd.			
Field Investigators 2	Alex Long Bowman Consulting Group, Ltd.			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	1			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Grate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type (if applicable)	Cast Iron			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES			
Longitudinal / Cross slope in Front of Ramp	2.30	%	1.50	%
Turning Maneuver in Street	NO			
Turning Maneuver at Top of Ramp (Smax)	YES			
ECMS #		Alg Δ Grade	6.7	%
Intersection Ramp # of #		2	2	
*Ramp Location (Use Figure Below)			17	
*Curb Ramp Type	Type 1			
*North Leg	N RANDOLPH	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	W GLENWOOD	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	N RANDOLPH	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	W GLENWOOD	(segment)	(offset)	
*West Leg Desc.	St			

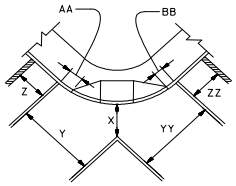


☐ 1 RAMP, 1 CROSSINGS



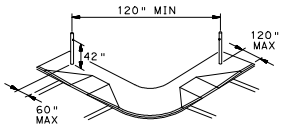
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	☐No ☐Yes	
Asset # (auto)	☐-06-101-60000-NRANDOLPHSt-WGLENWOODAve-NRANDOLPHSt-WGLENWOODSt-2024-06-24-17-Type1	
* Status	☐Current ☐Archive	
Archive Ramp at location #:		
Level of Service	Meets RC-67M	

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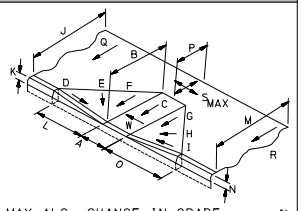
DEPARTMENT OF TRANSPORTATION

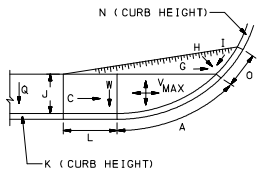
See the last tab of this workbook for instructions

☐ TYPE 1



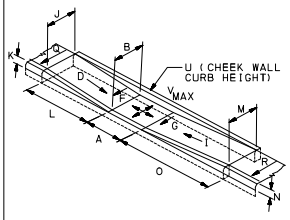
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



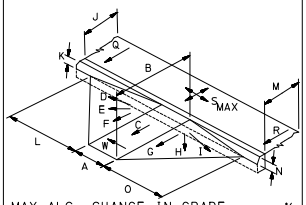
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



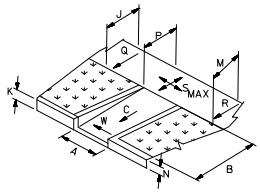
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



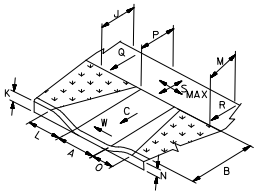
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



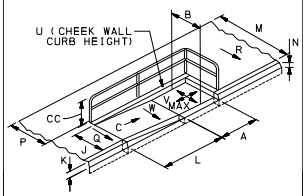
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



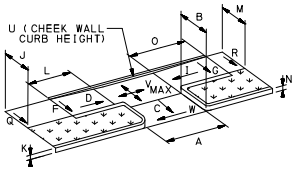
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



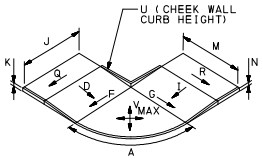
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



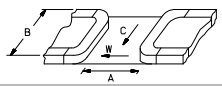
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

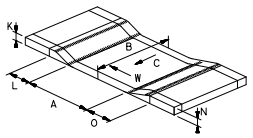
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	46	(IN)
*	C	4.40	(%)
*	D	3.60	(%)
	E	4.30	(%)
*	F	5.00	(%)
*	G	4.70	(%)
	H	5.80	(%)
*	I	3.60	(%)
*	J	151	(IN)
	K	3	(IN)
	L	36	(IN)
*	M	78	(IN)
	N	2	(IN)
	O	45	(IN)
*	P	48	(IN)
*	Q	2.80	(%)
*	R	6.40	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.50	(%)
*	X		(IN)
*	Y		(IN)
*	YY	122	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

no stopbar

(insert comments below)

CS-4401 (6-12)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

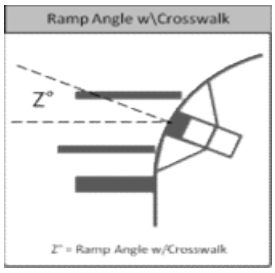
Insert Picture 6

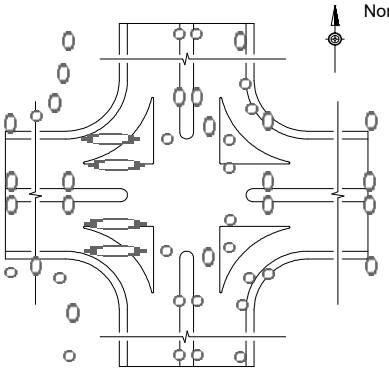
pennsylvania DEPARTMENT OF TRANSPORTATION

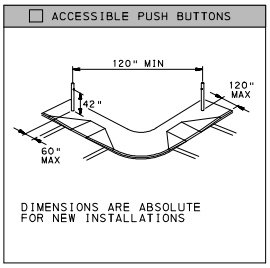
S 57TH ST & ADDISON ST, PennDOT Location ID # 2

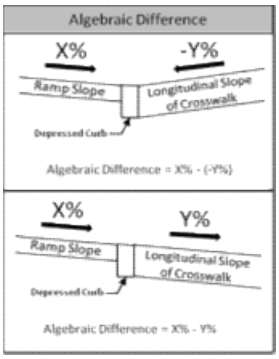
*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Chris Gerber Gannett Fleming					
Designer 2	Andrew Picasso Gannett Fleming					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.90	%	1.60	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		5	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	7.8			
Intersection Ramp # of #	1	8				
*Ramp Location (Use Figure Below)	02					
*Curb Ramp Type	Type 1					

*North Leg	S 57TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	ADDISON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 57TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	ADDISON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







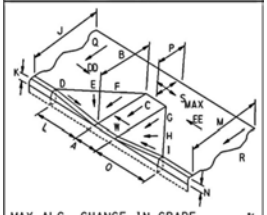


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-S57THSt-ADDISONSt-S57THSt-ADDISONSt-2024-02-01-2-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

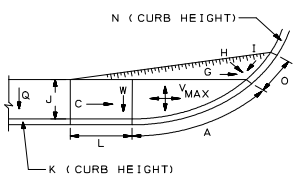
S 57TH ST & ADDISON ST, PennDOT Location ID # 2

☐ TYPE 1



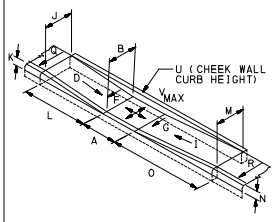
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



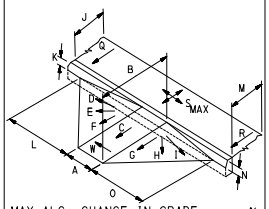
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



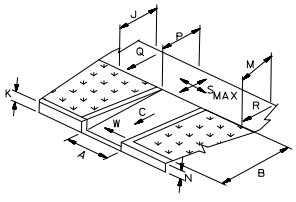
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



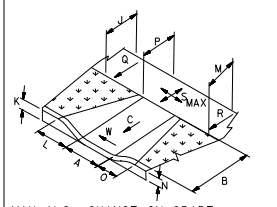
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



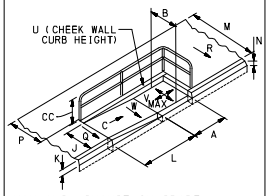
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



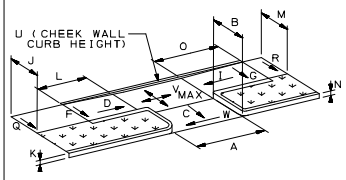
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



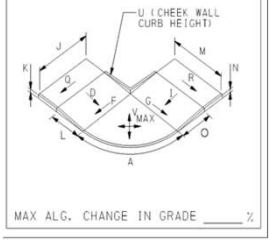
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



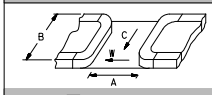
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

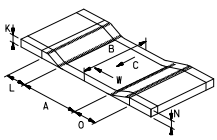
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	24	(IN)
*	C	6.90	(%)
*	D	7.30	(%)
	E	9.70	(%)
*	F	8.30	(%)
*	G	6.90	(%)
	H	8.80	(%)
*	I	8.00	(%)
*	J	48	(IN)
	K	3	(IN)
	L	40	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	42	(IN)
*	P	48	(IN)
*	Q	0.10	(%)
*	R	0.30	(%)
*	S	1.10	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.80	(%)
*	X		(IN)
*	Y	108	(IN)
*	YY	108	(IN)
*	Z	48	(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.90	(%)
*	EE	1.20	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments

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DEPARTMENT OF TRANSPORTATION

S 57TH ST & ADDISON ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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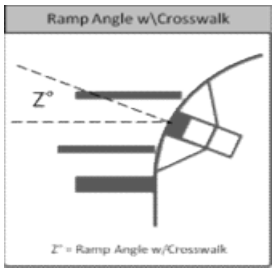
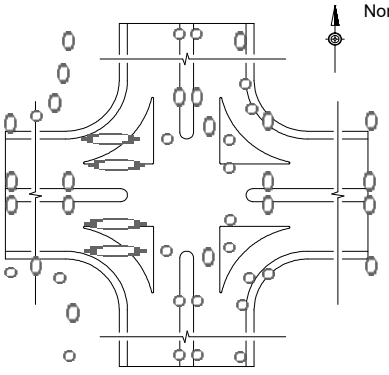
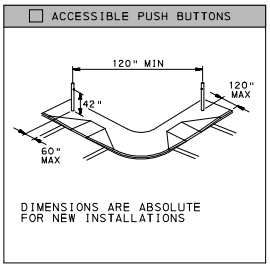
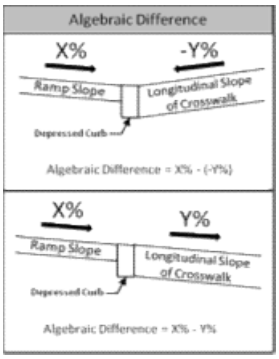
S 57TH ST & ADDISON ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Chris Gerber Gannett Fleming					
Designer 2	Andrew Picasso Gannett Fleming					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	1.50	%	0.40	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.1			
Intersection Ramp # of #	4	8				
*Ramp Location (Use Figure Below)	09					
*Curb Ramp Type	Type 1					
*North Leg	S 57TH	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	ADDISON	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S 57TH	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	ADDISON	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S57THSt-ADDISONSt-S57THSt-ADDISONSt-2024-02-01-9-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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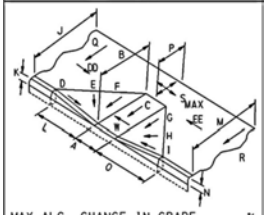
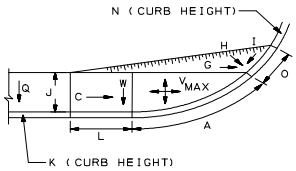
S 57TH ST & ADDISON ST, PennDOT Location ID # 9

☐ TYPE 1



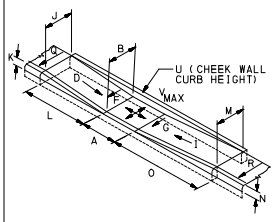
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



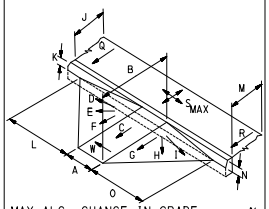
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



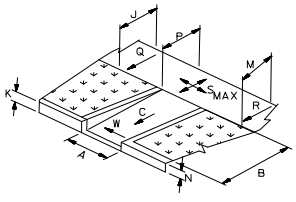
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



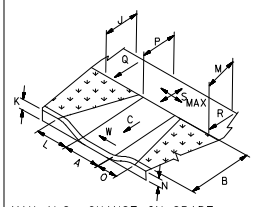
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



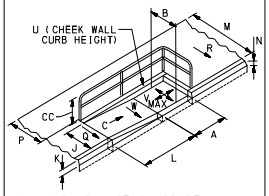
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



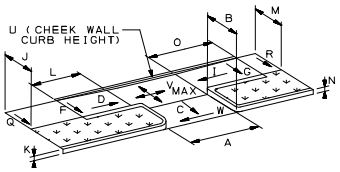
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



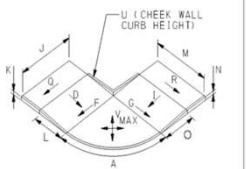
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



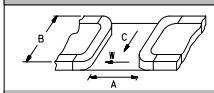
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

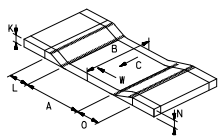
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	24	(IN)
*	C	7.60	(%)
*	D	6.30	(%)
	E	6.90	(%)
*	F	6.00	(%)
*	G	7.60	(%)
	H	9.60	(%)
*	I	6.60	(%)
*	J	48	(IN)
	K	2	(IN)
	L	43	(IN)
*	M	48	(IN)
	N	4	(IN)
	O	42	(IN)
*	P	48	(IN)
*	Q	1.20	(%)
*	R	1.70	(%)
*	S	4.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.10	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.20	(%)
*	EE	0.50	(%)

Comments: na

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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S 57TH ST & ADDISON ST, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- (•) Curb Ramp
- ( ) Sidewalk
- ( ) Ped. Push Button
- ( ) Ped. Signal
- ( ) Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	( ) Yes	(•) No
Suggested Repair	N/A	
Approx. Repair Costs	N/A	
Actual Repair Costs	N/A	
Actual Repair	N/A	
Date Repaired	N/A	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [x] Grade Separations
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3
- [ ] Other 4

General Information

***District:**	06
***County:**	Philadelphia
***Township/Boro:**	Philadelphia City
Project ECMS #	

Submitter Information

Submitted By:	Robert Hendricks
Submitter Company:	H2 Engineering Services
Street Address	5 Kacey Court
City State Zip	Mechanicsburg, PA 17055
Telephone	717-620-8488
***Date Submitted:**	August 16, 2023

Project Information

Project Type

- [x] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [ ] Other

Pedestrian Traffic	(•) Yes	( ) No
Pedestrian Trip Generators	(•) Yes	( ) No
Safety Concerns	( ) Yes	(•) No
R9-3A "No Peds" Signs	( ) Yes	(•) No
Existing Crosswalk	(•) Yes	( ) No
Existing Sidewalk	(•) Yes	( ) No
Existing Push Buttons	( ) Yes	(•) No

ADT

Location Identification

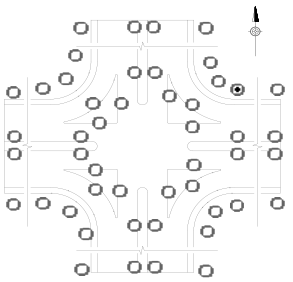
S 57th St
**SR North - Segment, Offset*

S 57th St
**SR South - Segment, Offset*

Addison St
**SR East - Segment, Offset*

Addison St
**SR West - Segment,Offset*

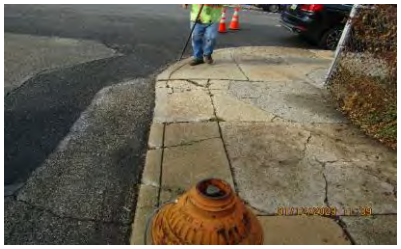
09
Location #



Investigated design alternatives	Why alternative was not selected
1.) Type 2 Ramp	Ramp/landing slope
2.) Shifting the Ramp	Increases the grade separation
3.) Adjust Pavement	Pavement maxed out

Alternative selected and description of what requirement is not met

A Type 1 Ramp - The grade separation to the back of sidewalk/fence causes the landing slope to exceed 2% (5.00%).



ADA Review Committee Recommendation

(•) Approved
( ) Denied

Sunil Gill 1/11/2024
ADA Review Committee Chair - Date

ADE of Design Approval Status

(•) Approved
( ) Denied

Sunil Gill 1/11/2024
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-(S 57th St)-(S 57th St)-(Addison St)-(Addison St)-09-Aug 16, 2023*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1
A Type 2 Ramp is technically infeasible because: The grade separation to the back of sidewalk/fence makes it infeasible to construct this type of ramp. The ramp/landing slope would exceed standards.

Investigated Design Alternative #2
Shifting the Ramp is technically infeasible because: Shifting the ramp left reduces the ramp length which would increase the ramp and landing slopes. Shifting the ramp right increases the grade separation which then increases the ramp and landing slopes.

Investigated Design Alternative #3
Adjust pavement is technically infeasible because: A pavement adjustment has been provided which corrects the ponding and provides a 1% gutter slope. Adjusting the pavement to reduce the grade separation would create ponding issues at the ramp.

Summary
A Type 1 ramp was selected as the best alternative because it fits best and it maximizes the ADA accessible standards to the maximum extent feasible. The grade separation to the back of sidewalk/fence causes the landing slope to exceed 2% (5.00%). The design provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-(S 57th St)-(S 57th St)-(Addison St)-(Addison St)-09-Aug 16, 2023*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

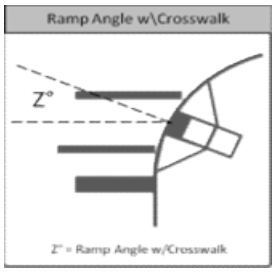
Sheet 2 - Technically Infeasible Form

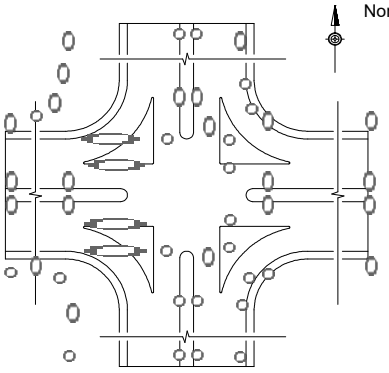
pennsylvania DEPARTMENT OF TRANSPORTATION

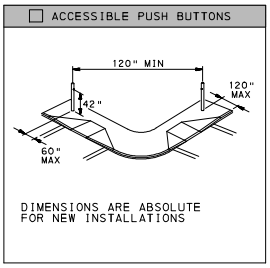
S 57TH ST & ADDISON ST, PennDOT Location ID # 12

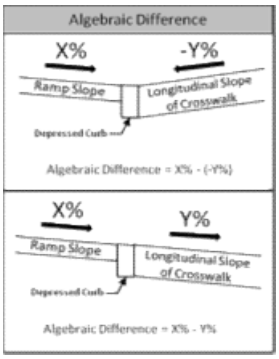
*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Chris Gerber Gannett Fleming				
Designer 2	Andrew Picasso Gannett Fleming				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	0.60	%	0.20	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	8.6		
Intersection Ramp # of #	3	8			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				

*North Leg	S 57TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	ADDISON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 57TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	ADDISON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-S57THSt-ADDISONSt-S57THSt-ADDISONSt-2024-02-01-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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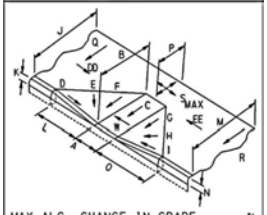
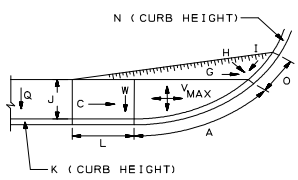
S 57TH ST & ADDISON ST, PennDOT Location ID # 12

☐ TYPE 1



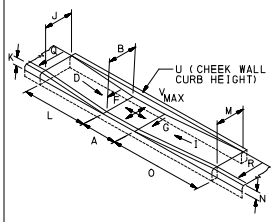
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



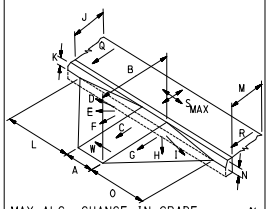
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



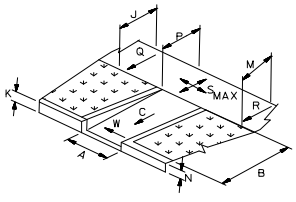
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



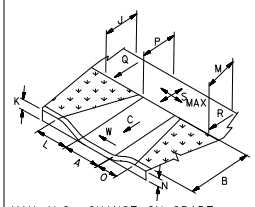
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



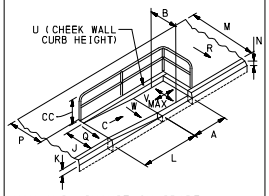
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



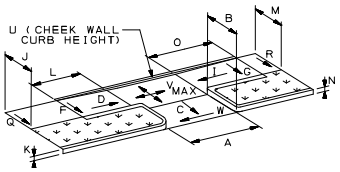
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



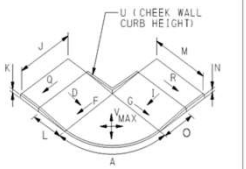
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



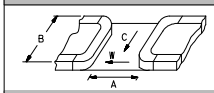
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

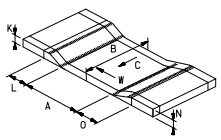
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	36	(IN)
*	C	8.00	(%)
*	D	4.60	(%)
	E	7.90	(%)
*	F	7.60	(%)
*	G	6.70	(%)
	H	7.00	(%)
*	I	6.20	(%)
*	J	48	(IN)
	K	3	(IN)
	L	48	(IN)
*	M	48	(IN)
	N	2	(IN)
	O	49	(IN)
*	P	48	(IN)
*	Q	2.80	(%)
*	R	0.10	(%)
*	S	1.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.10	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.10	(%)
*	EE	2.50	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments

na

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S 57TH ST & ADDISON ST, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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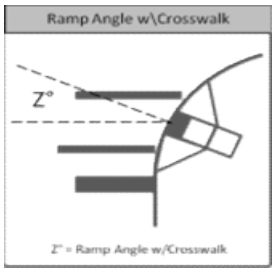
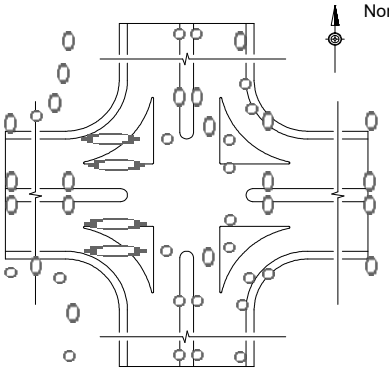
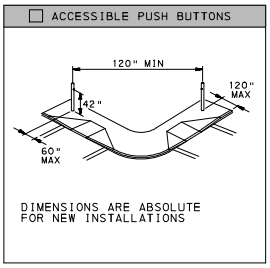
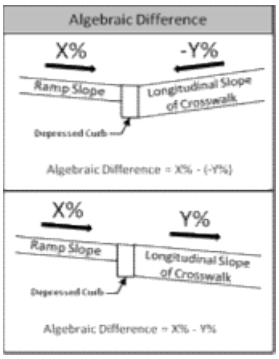
S 57TH ST & ADDISON ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Chris Gerber Gannett Fleming					
Designer 2	Andrew Picasso Gannett Fleming					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.30	%	1.30	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.3			
Intersection Ramp # of #	8	8				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	S 57TH	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	ADDISON	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S 57TH	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	ADDISON	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







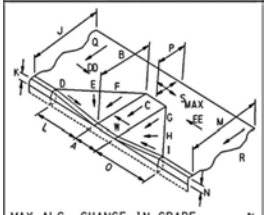


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S57THSt-ADDISONSt-S57THSt-ADDISONSt-2024-02-01-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

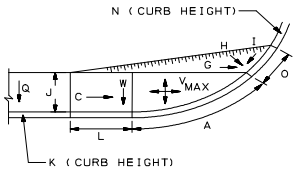
S 57TH ST & ADDISON ST, PennDOT Location ID # 19

☐ TYPE 1



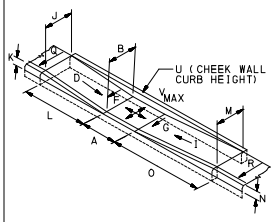
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



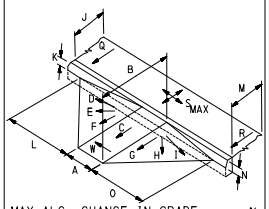
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



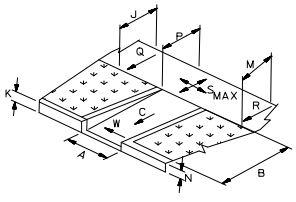
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



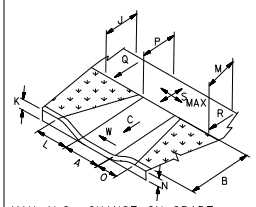
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



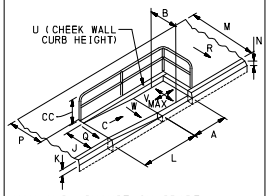
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



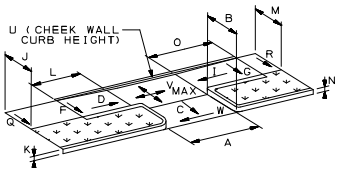
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



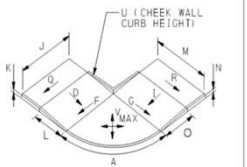
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



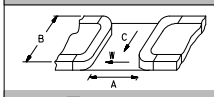
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

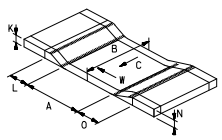
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	24	(IN)	
*	C	7.00	(%)	
*	D	7.50	(%)	
	E	8.90	(%)	
*	F	8.30	(%)	
*	G	999	(%)	sign post
	H	999	(%)	sign
*	I	999	(%)	sign
*	J	48	(IN)	
	K	6	(IN)	
	L	53	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	49	(IN)	
*	P	48	(IN)	
*	Q	1.60	(%)	
*	R	2.90	(%)	
*	S	4.20	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.90	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z	48	(IN)	
*	ZZ	48	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.20	(%)	
*	EE	3.70	(%)	

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

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S 57TH ST & ADDISON ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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Forward Completed Forms to District ADA Coordinators

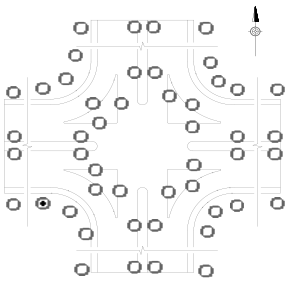
ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

*Facility Type	Complete Section Below to ADD Location to Transition Plan	
◉ Curb Ramp	*Add Location to Transition Plan	○ Yes ○ No
○ Sidewalk	Suggested Repair	N/A
○ Ped. Push Button	Approx. Repair Costs	N/A
○ Ped. Signal	Actual Repair Costs	N/A
○ Other	Actual Repair	N/A
	Date Repaired	N/A

Justification for Technically Infeasible	General Information	
(check all that apply)	*District:	06
☐ Limited Right-of-Way	*County:	Philadelphia
☐ Existing Utilities	*Township/Boro:	Philadelphia City
☑ Structures, Buildings, Vaults	Project ECMS #	
☐ Historic Areas	**Submitter Information**	
☐ Environmental Areas	Submitted By:	Robert Hendricks
☑ Grade Separations	Submitter Company:	H2 Engineering Services
☐ Other 1	Street Address	5 Kacey Court
☐ Other 2	City State Zip	Mechanicsburg, PA 17055
☐ Other 3	Telephone	717-620-8488
☐ Other 4	*Date Submitted:	August 16, 2023

Project Information			Location Identification
Project Type			Northbound
☑ Resurfacing Project			S 57th St
☐ Signal Project			*SR North - Segment, Offset
☐ Widening Project			S 57th St
☐ Reconstruction			*SR South - Segment, Offset
☐ New Construction (Tech Infeasible normally N/A)			Addison St
☐ Other			*SR East - Segment, Offset
Pedestrian Traffic	◉ Yes	○ No	Addison St
Pedestrian Trip Generators	◉ Yes	○ No	*SR West - Segment,Offset
Safety Concerns	○ Yes	◉ No	19
R9-3A "No Peds" Signs	○ Yes	◉ No	Location #
Existing Crosswalk	◉ Yes	○ No	
Existing Sidewalk	◉ Yes	○ No	
Existing Push Buttons	○ Yes	◉ No	
ADT			



Investigated design alternatives	Why alternative was not selected
1.) Type 2 Ramp	Ramp/landing slope
2.) Shifting the Ramp	Inlet
3.) Lengthening the Ramp	Walkable area

Alternative selected and description of what requirement is not met

A Type 1 Ramp - The grade separation to the wall/steps causes the landing slope to exceed 2% (4.37%).

ADA Review Committee Recommendation	ADE of Design Approval Status
✓ ◉ Approved	✓ ◉ Approved
○ Denied	○ Denied
Sunil Gill 1/11/2024	Sunil Gill 1/11/2024
ADA Review Committee Chair - Date	District ADE of Design - Date

TIF #: TIF-06-Philadelphia-Philadelphia City-(S 57th St)-(S 57th St)-(Addison St)-(Addison St)-19-Aug 16, 2023

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1
A Type 2 Ramp is technically infeasible because: The grade separation to the wall/step makes it infeasible to construct this type of ramp. The ramp/landing slope would exceed standards.

Investigated Design Alternative #2
Shifting the Ramp is technically infeasible because: Shifting the ramp toward the inlet causes the ramp flare slope to exceed the maximum of 10%.

Investigated Design Alternative #3
Lenghtening the Ramp is technically infeasible because: Lenghtening the ramp to reduce the non-compliant landing slope creates an issue for handicapped pedestrians to navigate between the relocated fence and the proposed ramp flare slope.

Summary
A Type 1 ramp was selected as the best alternative because it fits best and it maximizes the ADA accessible standards to the maximum extent feasible. The grade separation to the wall/steps causes the landing slope to exceed 2% (4.37%). The design provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-(S 57th St)-(S 57th St)-(Addison St)-(Addison St)-19-Aug 16, 2023*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

Sheet 2 - Technically Infeasible Form

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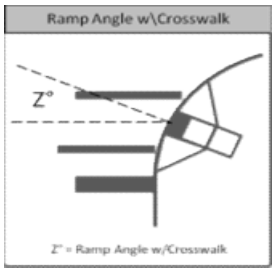
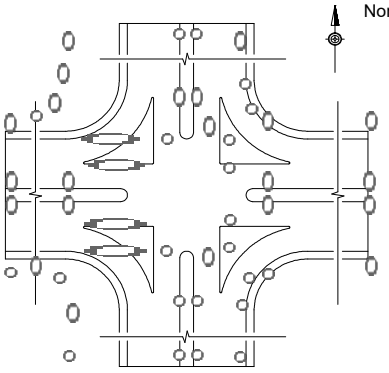
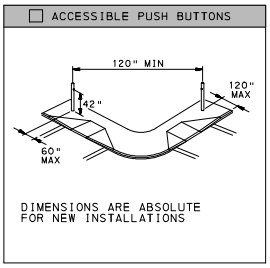
S 57TH ST & OSAGE AVE, PennDOT Location ID # 2

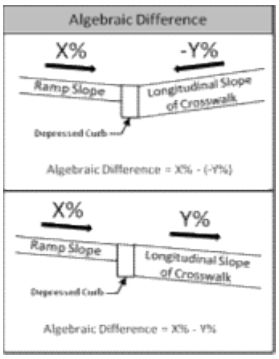
*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Chris Gerber Gannett Fleming				
Designer 2	Andrew Picasso Gannett Fleming				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	1.30	%	1.70	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	7.3		
Intersection Ramp # of #	1	8			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				

*North Leg	S 57TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	OSAGE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 57TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	OSAGE	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S57THSt-OSAGESt-S57THSt-OSAGESt-2024-02-01-2-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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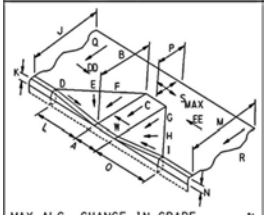
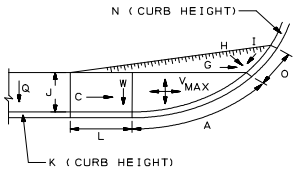
S 57TH ST & OSAGE AVE, PennDOT Location ID # 2

☐ TYPE 1



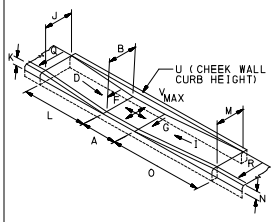
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



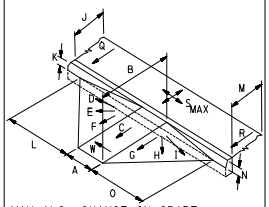
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



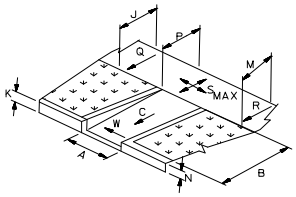
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



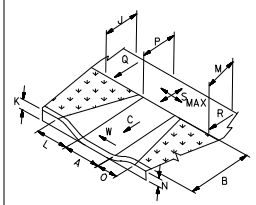
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



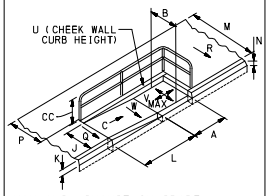
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



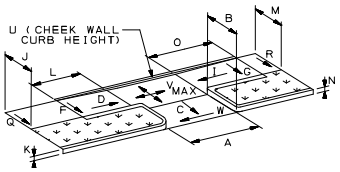
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



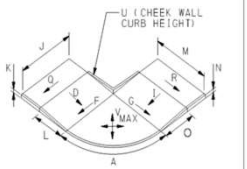
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



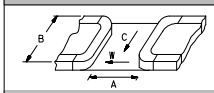
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

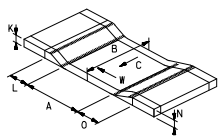
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	24	(IN)
*	C	6.00	(%)
*	D	6.30	(%)
	E	7.10	(%)
*	F	6.70	(%)
*	G	4.90	(%)
	H	8.20	(%)
*	I	9.20	(%)
*	J	48	(IN)
	K	5	(IN)
	L	46	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	40	(IN)
*	P	48	(IN)
*	Q	1.70	(%)
*	R	2.00	(%)
*	S	1.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	108	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.00	(%)
*	EE	1.70	(%)

Comments

na

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

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S 57TH ST & OSAGE AVE, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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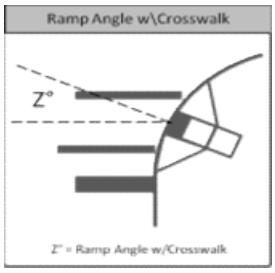
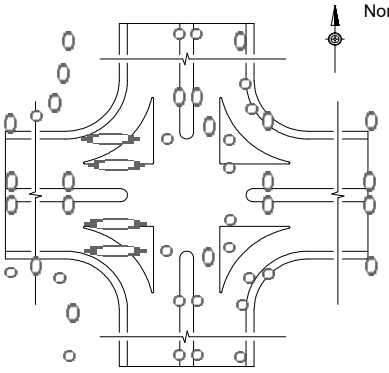
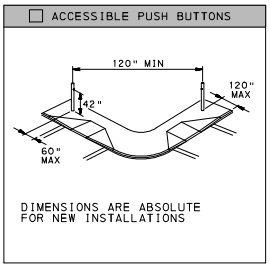
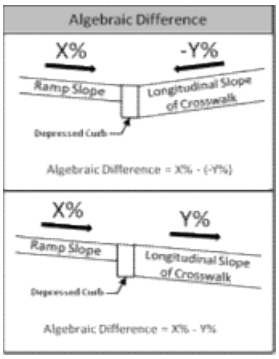
S 57TH ST & OSAGE AVE, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Chris Gerber Gannett Fleming				
Designer 2	Andrew Picasso Gannett Fleming				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	0.60	%	0.60	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	7.7		
Intersection Ramp # of #	4	8			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				
*North Leg	S 57TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	OSAGE	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	S 57TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	OSAGE	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







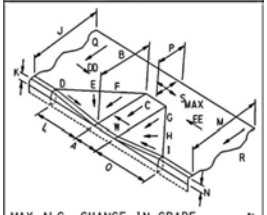


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-S57THSt-OSAGESt-S57THSt-OSAGESt-2024-02-01-9-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania DEPARTMENT OF TRANSPORTATION

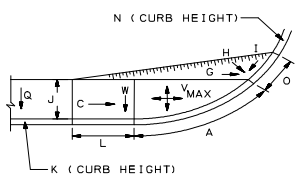
S 57TH ST & OSAGE AVE, PennDOT Location ID # 9

☐ TYPE 1



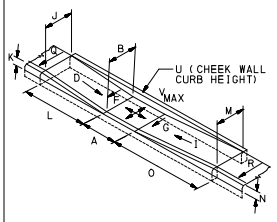
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"____ %

☐ TYPE 1A



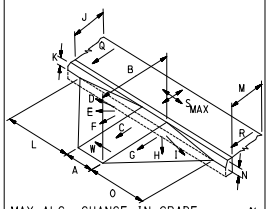
MAX ALG. CHANGE IN GRADE ____ %

☐ TYPE 2



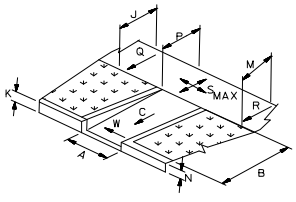
MAX ALG. CHANGE IN GRADE ____ %

☐ TYPE 3



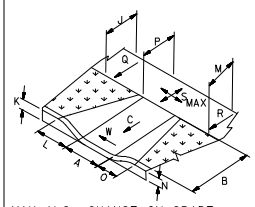
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"____ %

☐ TYPE 4



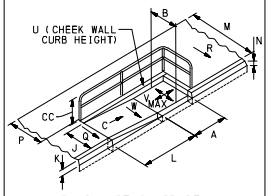
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"____ %

☐ TYPE 4A



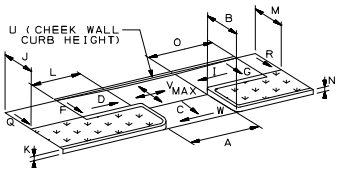
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"____ %

☐ TYPE 5



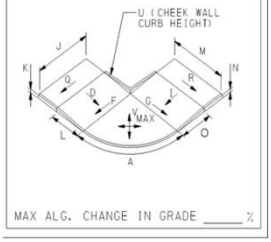
MAX ALG. CHANGE IN GRADE ____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT ____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE ____ %

☐ BLENDED TRANSITION



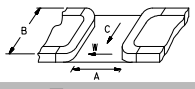
MAX ALG. CHANGE IN GRADE ____ %

☐ NON-TYPICAL

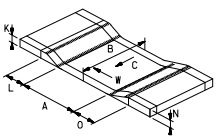
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE ____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	24	(IN)
*	C	7.10	(%)
*	D	7.40	(%)
	E	7.70	(%)
*	F	6.70	(%)
*	G	7.80	(%)
	H	9.90	(%)
*	I	7.70	(%)
*	J	48	(IN)
	K	4	(IN)
	L	46	(IN)
*	M	48	(IN)
	N	4	(IN)
	O	46	(IN)
*	P	48	(IN)
*	Q	3.20	(%)
*	R	0.50	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.40	(%)
*	X		(IN)
*	Y	108	(IN)
*	YY	108	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.90	(%)
*	EE	0.10	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments

pennsylvania
DEPARTMENT OF TRANSPORTATION

S 57TH ST & OSAGE AVE, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania DEPARTMENT OF TRANSPORTATION

Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- (•) Curb Ramp
- ( ) Sidewalk
- ( ) Ped. Push Button
- ( ) Ped. Signal
- ( ) Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	( ) Yes	( ) No
Suggested Repair	N/A	
Approx. Repair Costs	N/A	
Actual Repair Costs	N/A	
Actual Repair	N/A	
Date Repaired	N/A	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [x] Grade Separations
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3
- [ ] Other 4

General Information

***District:**	06
***County:**	Philadelphia
***Township/Boro:**	Philadelphia City
Project ECMS #	

Submitter Information

Submitted By:	Robert Hendricks
Submitter Company:	H2 Engineering Services
Street Address	5 Kacey Court
City State Zip	Mechanicsburg, PA 17055
Telephone	717-620-8488
***Date Submitted:**	August 16, 2023

Project Information

Project Type

- [x] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [ ] Other

Pedestrian Traffic	(•) Yes	( ) No
Pedestrian Trip Generators	(•) Yes	( ) No
Safety Concerns	( ) Yes	(•) No
R9-3A "No Peds" Signs	( ) Yes	(•) No
Existing Crosswalk	(•) Yes	( ) No
Existing Sidewalk	(•) Yes	( ) No
Existing Push Buttons	( ) Yes	(•) No
ADT		

Location Identification

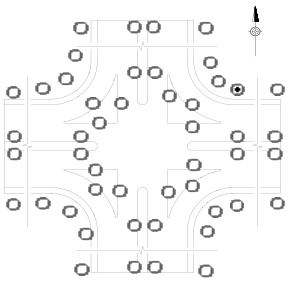
S 57th Street
**SR North - Segment, Offset*

S 57th Street
**SR South - Segment, Offset*

Osage Ave
**SR East - Segment, Offset*

Osage Ave
**SR West - Segment,Offset*

09
Location #



Investigated design alternatives	Why alternative was not selected
1.) Type 2 Ramp	Ramp/landing slope
2.) Type 4A Ramp	Ramp & landing slope, no grass strip
3.) Shifting the Ramp	Increases slope

Alternative selected and description of what requirement is not met

A Type 1 Ramp - The grade separation to the back of sidewalk/fence causes the landing slope to exceed 2% (2.39%).

ADA Review Committee Recommendation

(•) Approved
( ) Denied

Sunil Gill 1/11/2024
ADA Review Committee Chair - Date

ADE of Design Approval Status

(•) Approved
( ) Denied

Sunil Gill 1/11/2024
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-(S 57th Street)-(S 57th Street)-(Osage Ave)-(Osage Ave)-09-Aug 16, 2023*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1
A Type 2 Ramp is technically infeasible because: The grade separation to the back of sidewalk/fence makes it infeasible to construct this type of ramp. The ramp/landing slopes would exceed standards.

Investigated Design Alternative #2
A Type 4A Ramp is technically infeasible because: The grade separation to the back of sidewalk/fence causes the landing slope to exceed 2% (2.39%). There is no grass strip present at this location and providing concrete rolled flares within walkable surfaces is not permitted.

Investigated Design Alternative #3
Shifting the Ramp is technically infeasible because: Shifting the ramp right shortens the ramp length causing the ramp slope to increase. The sidewalk would be less than 6' and would require widening the sidewalk and removing and replacing the existing fence.

Summary
A Type 1 ramp was selected as the best alternative because it fits best and it maximizes the ADA accessible standards to the maximum extent feasible. The grade separation to the back of sidewalk/fence causes the landing slope to exceed 2% (2.39%). The design provides access to the maximum extent feasible.

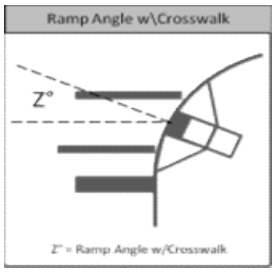
TIF #:	*TIF-06-Philadelphia-Philadelphia City-(S 57th Street)-(S 57th Street)-(Osage Ave)-(Osage Ave)-09-Aug 16, 2023*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

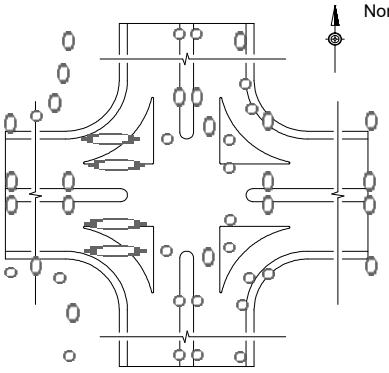
Sheet 2 - Technically Infeasible Form

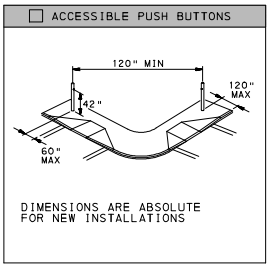
pennsylvania DEPARTMENT OF TRANSPORTATION

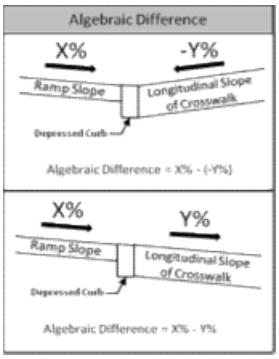
S 57TH ST & OSAGE AVE, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Chris Gerber Gannett Fleming				
Designer 2	Andrew Picasso Gannett Fleming				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	0.00	%	1.90	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		5	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	11.7		
Intersection Ramp # of #	5	8			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				
*North Leg	S 57TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	OSAGE	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	S 57TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	OSAGE	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







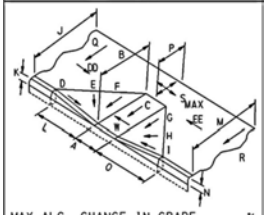


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-S57THSt-OSAGESt-S57THSt-OSAGESt-2024-02-01-12-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania DEPARTMENT OF TRANSPORTATION

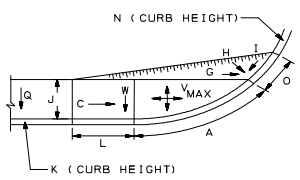
S 57TH ST & OSAGE AVE, PennDOT Location ID # 12

☐ TYPE 1



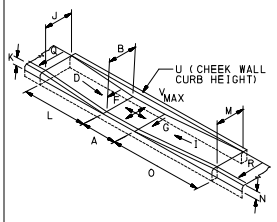
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



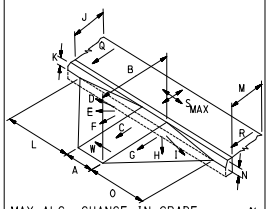
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



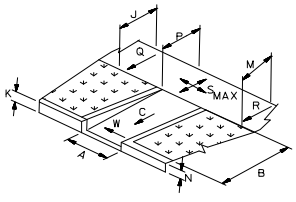
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



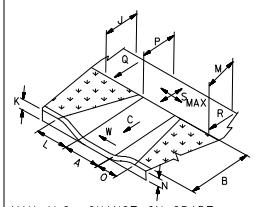
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



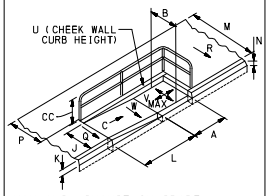
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



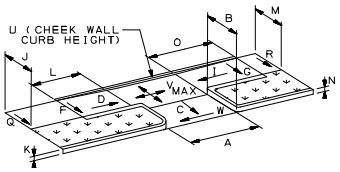
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



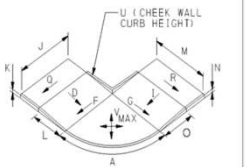
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
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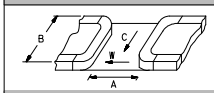
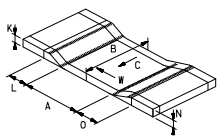
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
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*	C	11.70	(%)
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*	G	11.10	(%)
	H	11.20	(%)
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	L	49	(IN)
*	M	48	(IN)
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*	R	1.90	(%)
*	S	7.50	(%)
	T		(IN)
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*	V		(%)
*	W	0.80	(%)
*	X		(IN)
*	Y	108	(IN)
*	YY	108	(IN)
*	Z	48	(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.10	(%)
*	EE	2.10	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments

pennsylvania
DEPARTMENT OF TRANSPORTATION

S 57TH ST & OSAGE AVE, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania DEPARTMENT OF TRANSPORTATION

Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- (•) Curb Ramp
- ( ) Sidewalk
- ( ) Ped. Push Button
- ( ) Ped. Signal
- ( ) Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	( ) Yes ( ) No
Suggested Repair	N/A
Approx. Repair Costs	N/A
Actual Repair Costs	N/A
Actual Repair	N/A
Date Repaired	N/A

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [x] Grade Separations
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3
- [ ] Other 4

General Information

***District:**	06
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***Township/Boro:**	Philadelphia City
Project ECMS #	

Submitter Information

Submitted By:	Robert Hendricks
Submitter Company:	H2 Engineering Services
Street Address	5 Kacey Court
City State Zip	Mechanicsburg, PA 17055
Telephone	717-620-8488
***Date Submitted:**	August 16, 2023

Project Information

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- [x] Resurfacing Project
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- [ ] New Construction (Tech Infeasible normally N/A)
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Pedestrian Traffic	(•) Yes	( ) No
Pedestrian Trip Generators	(•) Yes	( ) No
Safety Concerns	( ) Yes	(•) No
R9-3A "No Peds" Signs	( ) Yes	(•) No
Existing Crosswalk	(•) Yes	( ) No
Existing Sidewalk	(•) Yes	( ) No
Existing Push Buttons	( ) Yes	(•) No
ADT		

Location Identification

Northbound

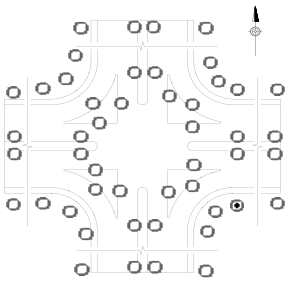
S 57th Street
**SR North - Segment, Offset*

S 57th Street
**SR South - Segment, Offset*

Osage Ave
**SR East - Segment, Offset*

Osage Ave
**SR West - Segment,Offset*

12
Location #



Investigated design alternatives	Why alternative was not selected
1.) Type 2 Ramp	Ramp/landing slope
2.) Type 4A Ramp	Ramp & landing slope, no grass strip
3.) Shifting the Ramp	Increases slope, shortens ramp length

Alternative selected and description of what requirement is not met

A Type 1 Ramp - The grade separation to the back of sidewalk/fence causes the ramp slope to exceed 8.33% (12.14%) and the landing slope to exceed 2% (8.75%).

ADA Review Committee Recommendation

(•) Approved ( ) Denied

Sunil Gill 1/11/2024
ADA Review Committee Chair - Date

ADE of Design Approval Status

(•) Approved ( ) Denied

Sunil Gill 1/11/2024
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-(S 57th Street)-(S 57th Street)-(Osage Ave)-(Osage Ave)-12-Aug 16, 2023*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1
A Type 2 Ramp is technically infeasible because: The grade separation to the back of sidewalk/fence makes it infeasible to construct this type of ramp. The ramp/landing slopes would exceed standards.

Investigated Design Alternative #2
A Type 4A Ramp is technically infeasible because: The grade separation to the back of sidewalk/fence causes ramp slope to exceed 8.33% (12.14%) and the landing slope to exceed 2% (8.75%). There is no grass strip present at this location and providing concrete rolled flares within walkable surfaces is not permitted.

Investigated Design Alternative #3
Shifting the Ramp is technically infeasible because: Shifting the ramp left shortens the ramp length causing the ramp slope to increase. The sidewalk would be less than 6' and would require widening the sidewalk and removing and replacing the existing fence.

Summary
A Type 1 ramp was selected as the best alternative because it fits best and it maximizes the ADA accessible standards to the maximum extent feasible. The grade separation to the back of sidewalk/fence causes the ramp slope to exceed 8.33% (12.14%) and the landing slope to exceed 2% (8.75%). The design provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-(S 57th Street)-(S 57th Street)-(Osage Ave)-(Osage Ave)-12-Aug 16, 2023*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

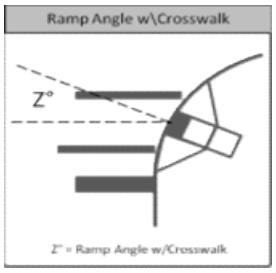
Sheet 2 - Technically Infeasible Form

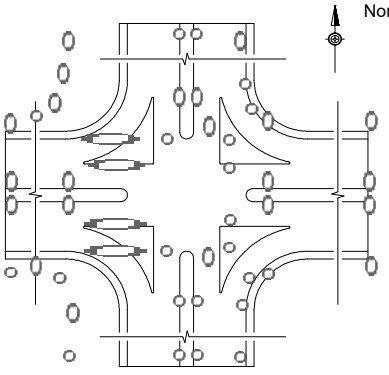
pennsylvania DEPARTMENT OF TRANSPORTATION

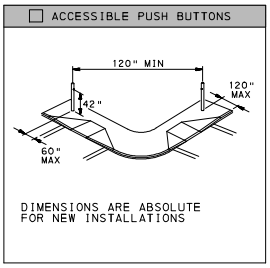
S 57TH ST & OSAGE AVE, PennDOT Location ID # 19

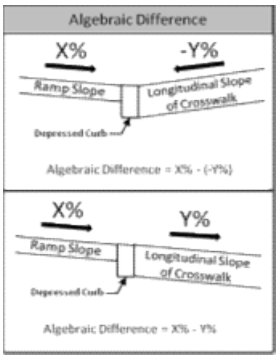
*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Chris Gerber Gannett Fleming				
Designer 2	Andrew Picasso Gannett Fleming				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	3.80	%	0.20	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	13.0		
Intersection Ramp # of #	8	8			
*Ramp Location (Use Figure Below)		19			
*Curb Ramp Type	Type 1				

*North Leg	S 57TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	OSAGE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 57TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	OSAGE	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-S57THSt-OSAGESt-S57THSt-OSAGESt-2024-02-01-19-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

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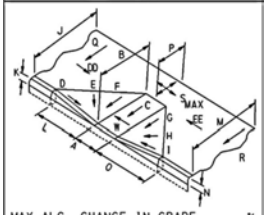
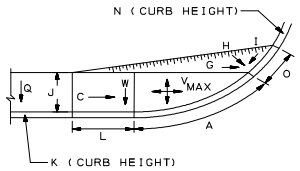
S 57TH ST & OSAGE AVE, PennDOT Location ID # 19

☐ TYPE 1



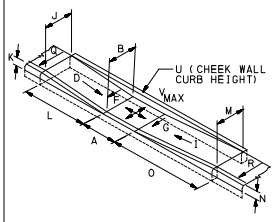
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"____ %

☐ TYPE 1A



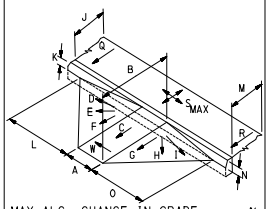
MAX ALG. CHANGE IN GRADE ____ %

☐ TYPE 2



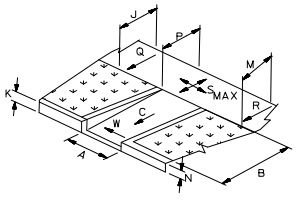
MAX ALG. CHANGE IN GRADE ____ %

☐ TYPE 3



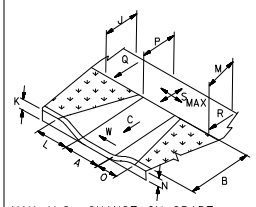
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"____ %

☐ TYPE 4



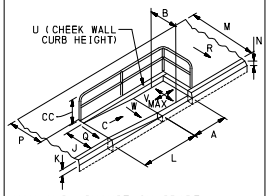
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"____ %

☐ TYPE 4A



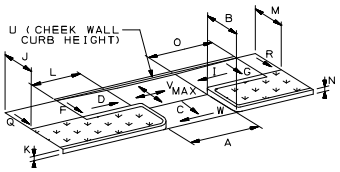
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"____ %

☐ TYPE 5



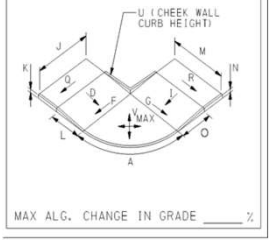
MAX ALG. CHANGE IN GRADE ____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT ____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE ____ %

☐ BLENDED TRANSITION



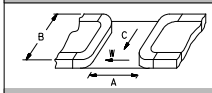
MAX ALG. CHANGE IN GRADE ____ %

☐ NON-TYPICAL

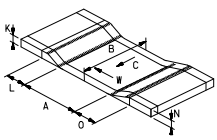
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE ____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		Comments
*	A	48 (IN)	
*	B	24 (IN)	
*	C	9.20 (%)	
*	D	8.00 (%)	
	E	9.30 (%)	
*	F	8.30 (%)	
*	G	8.30 (%)	
	H	10.30 (%)	
*	I	7.80 (%)	
*	J	48 (IN)	
	K	3 (IN)	
	L	48 (IN)	
*	M	48 (IN)	
	N	5 (IN)	
	O	61 (IN)	
*	P	48 (IN)	
*	Q	1.30 (%)	
*	R	3.00 (%)	
*	S	4.50 (%)	
	T	(IN)	
	U	(IN)	
*	V	(%)	
*	W	0.70 (%)	
*	X	(IN)	
*	Y	(IN)	
*	YY	108 (IN)	
*	Z	(IN)	
*	ZZ	999 (IN)	na
*	AA	(IN)	
*	BB	(IN)	
	CC	(IN)	
*	DD	3.10 (%)	
*	EE	4.20 (%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

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S 57TH ST & OSAGE AVE, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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Forward Completed Forms to District ADA Coordinators

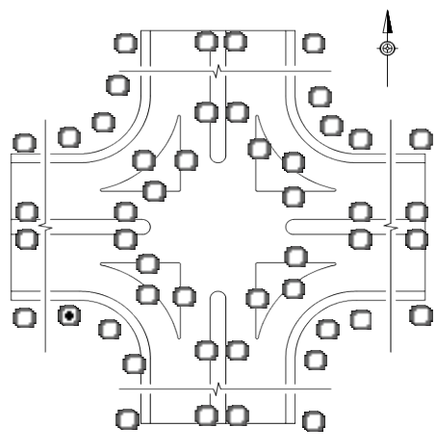
ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

*Facility Type	Complete Section Below to ADD Location to Transition Plan
◉ Curb Ramp	*Add Location to Transition Plan ○ Yes ○ No
○ Sidewalk	Suggested Repair: N/A
○ Ped. Push Button	Approx. Repair Costs: N/A
○ Ped. Signal	Actual Repair Costs: N/A
○ Other	Actual Repair: N/A
	Date Repaired: N/A

Justification for Technically Infeasible	General Information
(check all that apply)	*District: 06
☐ Limited Right-of-Way	*County: Philadelphia
☐ Existing Utilities	*Township/Boro: Philadelphia City
☑ Structures, Buildings, Vaults	Project ECMS #
☐ Historic Areas	
☐ Environmental Areas	**Submitter Information**
☑ Grade Separations	Submitted By: Robert Hendricks
☐ Other 1	Submitter Company: H2 Engineering Services
☐ Other 2	Street Address: 5 Kacey Court
☐ Other 3	City State Zip: Mechanicsburg, PA 17055
☐ Other 4	Telephone: 717-620-8488
	*Date Submitted: January 20, 2023

Project Information			Location Identification
Project Type			Northbound
☑ Resurfacing Project			S 57th Street
☐ Signal Project			*SR North - Segment, Offset
☐ Widening Project			S 57th Street
☐ Reconstruction			*SR South - Segment, Offset
☐ New Construction (Tech Infeasible normally N/A)			Osage Ave
☐ Other			*SR East - Segment, Offset
Pedestrian Traffic	◉ Yes	○ No	Osage Ave
Pedestrian Trip Generators	◉ Yes	○ No	*SR West - Segment,Offset
Safety Concerns	○ Yes	◉ No	19
R9-3A "No Peds" Signs	○ Yes	◉ No	Location #
Existing Crosswalk	◉ Yes	○ No	
Existing Sidewalk	◉ Yes	○ No	
Existing Push Buttons	○ Yes	◉ No	
ADT			



Investigated design alternatives	Why alternative was not selected
1.) Type 2 Ramp	Ramp/landing slope
2.) Type 4A Ramp	Ramp & landing slope, no grass strip, alg grade
3.) Shifting the Ramp	No effect

Alternative selected and description of what requirement is not met

A Type 1 Ramp - The grade separation to the back of sidewalk/fence causes the ramp slope to exceed 8.33% (10.00%) and the landing slope to exceed 2% (5.00%). The algebraic grade exceeds 13.33% (14.00%).

ADA Review Committee Recommendation	ADE of Design Approval Status
☑ Approved ○ Denied	☑ Approved ○ Denied
Sunil Gill 1/11/2024	Sunil Gill 1/11/2024
ADA Review Committee Chair - Date	District ADE of Design - Date

TIF #:	*TIF-06-Philadelphia-Philadelphia City-(S 57th Street)-(S 57th Street)-(Osage Ave)-(Osage Ave)-19-Jan 20, 2023*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(Print with a PCL Driver)

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1
A Type 2 Ramp is technically infeasible because: The grade separation to the back of sidewalk/fence makes it infeasible to construct this type of ramp. The ramp/landing slopes would exceed standards.

Investigated Design Alternative #2
A Type 4A Ramp is technically infeasible because: The grade separation to the back of sidewalk/fence causes the ramp slope to exceed 8.33% (10%) and the landing slope to exceed 2% (5%). The algebraic grade exceeds 13.33% (14%). There is no grass strip present at this location and providing concrete rolled flares within walkable surfaces is not permitted.

Investigated Design Alternative #3
Shifting the Ramp is technically infeasible because: Shifting the ramp west has no effect since the grade separation remains constant. Shifting the ramp east toward the inlet shortens the ramp length causing the ramp slope to increase.

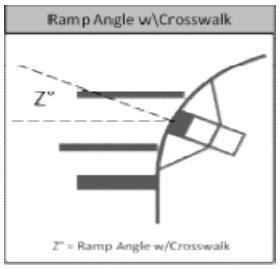
Summary
A Type 1 ramp was selected as the best alternative because it fits best and it maximizes the ADA accessible standards to the maximum extent feasible. The grade separation to the back of sidewalk/fence causes the ramp slope to exceed 8.33% (10.00%) and the landing slope to exceed 2% (5.00%). The algebraic grade exceeds 13.33% (14.00%). The design provides access to the maximum extent feasible.

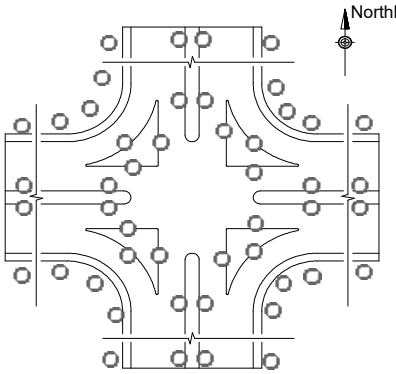
TIF #:	*TIF-06-Philadelphia-Philadelphia City-(S 57th Street)-(S 57th Street)-(Osage Ave)-(Osage Ave)-19-Jan 20, 2023*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

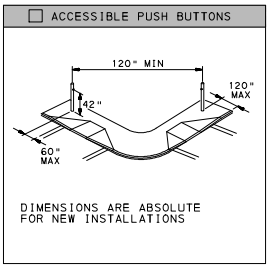
pennsylvania
DEPARTMENT OF TRANSPORTATION

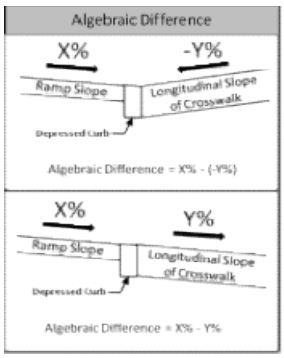
A ST & E WESTMORELAND ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2024	06	18			
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.					
Designer 2	Alex Long Bowman Consulting Group Ltd.					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	0.50	%	0.40	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		32	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	11.3			
Intersection Ramp # of #	3	8	32 degrees			
*Ramp Location (Use Figure Below)		02				
*Curb Ramp Type	Type 1					
*North Leg	A	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E WESTMORELAND	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	A	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E WESTMORELAND	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-ASt-EWESTMORELANDSt-ASt-EWESTMORELANDSt-2024-06-18-2-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)		

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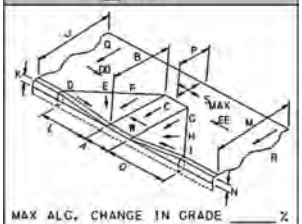
DEPARTMENT OF TRANSPORTATION

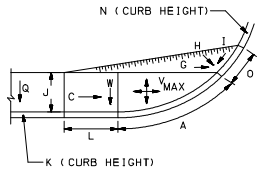
A ST & E WESTMORELAND ST, PennDOT
Location ID # 2

☐ TYPE 1



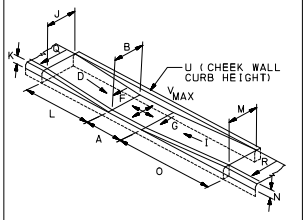
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



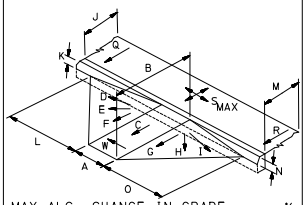
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



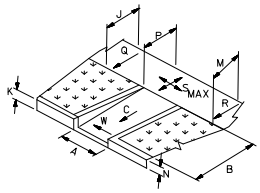
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



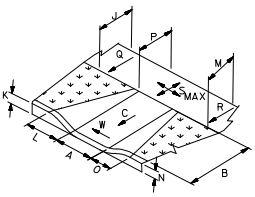
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



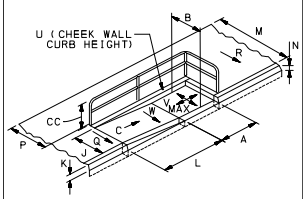
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



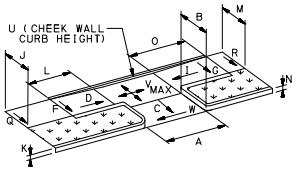
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



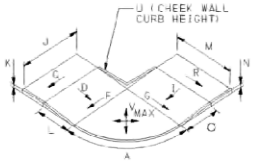
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



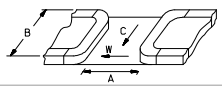
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

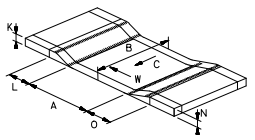
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	52	(IN)	
*	C	10.80	(%)	
*	D	6.70	(%)	
	E	9.70	(%)	
*	F	9.90	(%)	
*	G	11.20	(%)	
	H	12.00	(%)	
*	I	10.00	(%)	
*	J	48	(IN)	
	K	3	(IN)	
	L	31	(IN)	
*	M	48	(IN)	
	N	3	(IN)	
	O	33	(IN)	
*	P	48	(IN)	
*	Q	4.50	(%)	
*	R	5.90	(%)	
*	S	4.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.90	(%)	
*	EE	1.30	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-ASt-EWESTMORELANDSt-ASt-EWESTMORELANDSt-2024-06-18-2-Type1

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A ST & E WESTMORELAND ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

E Westmoreland Street and A Street	Ramp 02

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [x] Other 1 — Ramp Slope > 8.33%
- [x] Other 2 — Landing Slope > 2.00%
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Helen Lam, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	1515 Market Street, Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
***Date Submitted:**	June 16, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	● Yes	○ No
Pedestrian Trip Generators	○ Yes	● No
Safety Concerns	○ Yes	● No
R9-3A "No Peds" Signs	○ Yes	● No
Existing Crosswalk	● Yes	○ No
Existing Sidewalk	● Yes	○ No
Existing Push Buttons	○ Yes	● No
ADT		

Location Identification

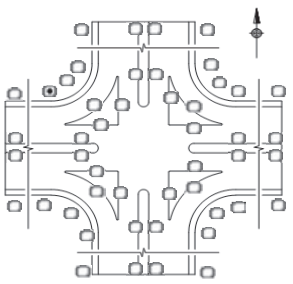
A Street — **SR North - Segment*

A Street — **SR South - Segment*

E Westmoreland Street — **SR East - Segment*

E Westmoreland Street — **SR West - Segment*

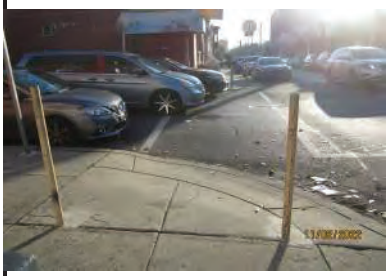
02 — Location #



Investigated design alternatives	Why alternative was not selected
1.) Extend ramp	Conflict with steps.
2.) Build up further in front of ramp	Would reverse flow away from curb line.
3.) Provide a wider pavement adjustment	Already at widest authorized adjustment.

Alternative selected and description of what requirement is not met

A Type 1 curb ramp has been designed at this location. The following requirements are not met: maximum DWS transition slope of 5.00%, a maximum longitudinal slope of 8.33%, a maximum landing slope of 2.00%, therefore the ramp has been designed with a maximum DWS transition slope of 10.50%, a maximum longitudinal ramp slope of 12.84% and a maximum landing slope of 5.00%



ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

12/29/2023 — ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

01/02/2024 — District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-A Street-A Street-E Westmoreland Street-E Westmoreland Street-2-*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

E Westmoreland Street and A Street	Ramp 02

Investigated Design Alternative #1

Technically infeasable because the close proximity to building steps on the corner. In order reduce probable impacts on building accessibilty and ramp access both with reasonable grades, it is necessary to build the ramp with a slope of 12.84% with a landing slope of 5.00%.

Investigated Design Alternative #2

Consideration was given to build up further in front of the ramp to reduce the slope; however building up further would reverse the exisitng flow away from the curb line. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to construct a pavement adjustment; however a pavement adjustment is not justified. As a result of this consideration this alternative was eliminated because it is already at widest authorized adjustment

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum DWS transition ramp slope of 5.00%, a longitudinal slope of 8.33% and a maximum landing slope of 2.00%. It is technically infeasible to meet these requirements due to the existing steps on this corner. The ramp has been designed with a maximum DWS Transition slope of 10.50%, a maximum ramp slope of 12.84% and a maximum landing slope of 5.00%. This design provides access to the maximum extent feasible.

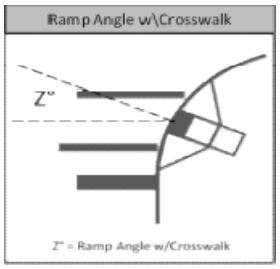
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-A Street-A Street-E Westmoreland Street-E Westmor*

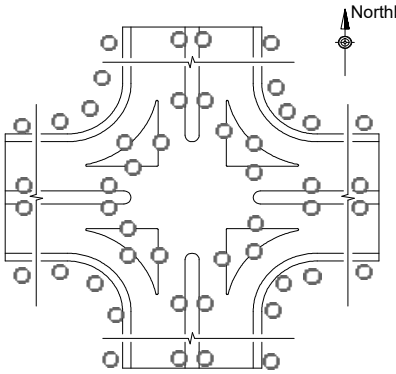
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

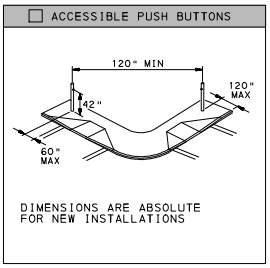
pennsylvania
DEPARTMENT OF TRANSPORTATION

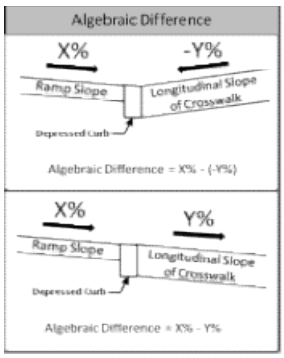
A ST & E WESTMORELAND ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2024	06	18			
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.					
Designer 2	Alex Long Bowman Consulting Group Ltd.					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	0.60	%	1.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	10.9			
Intersection Ramp # of #	8	8				
*Ramp Location (Use Figure Below)		04				
*Curb Ramp Type	Type 1					
*North Leg	A	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E WESTMORELAND	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	A	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E WESTMORELAND	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







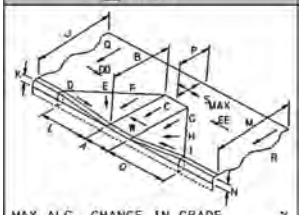


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-ASt-EWESTMORELANDSt-ASt-EWESTMORELANDSt-2024-06-18-4-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)					

pennsylvania
DEPARTMENT OF TRANSPORTATION

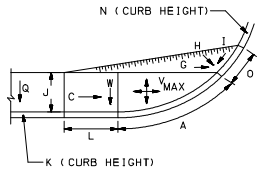
A ST & E WESTMORELAND ST, PennDOT
Location ID # 4

☐ TYPE 1



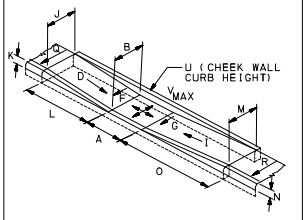
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



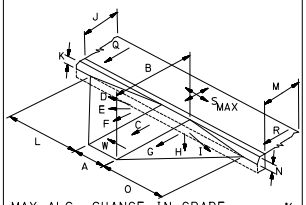
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



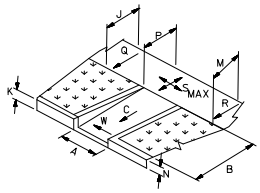
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



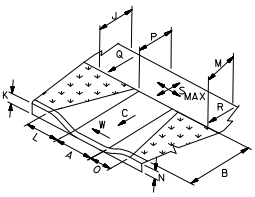
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



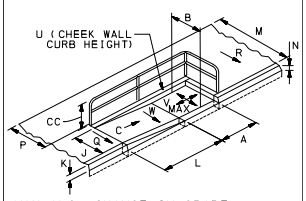
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



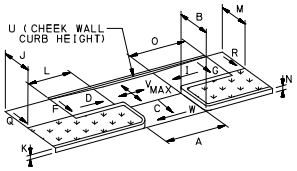
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



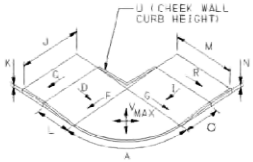
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



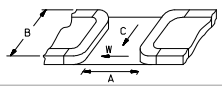
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

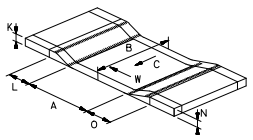
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	52	(IN)
*	C	10.30	(%)
*	D	7.10	(%)
	E	11.50	(%)
*	F	10.60	(%)
*	G	10.00	(%)
	H	9.10	(%)
*	I	7.10	(%)
*	J	48	(IN)
	K	3	(IN)
	L	48	(IN)
*	M	48	(IN)
	N	5	(IN)
	O	34	(IN)
*	P	48	(IN)
*	Q	4.50	(%)
*	R	5.90	(%)
*	S	4.25	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.50	(%)
*	X		(IN)
*	Y		(IN)
*	YY	108	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.90	(%)
*	EE	1.30	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

C-06-101-60000-ASt-EWESTMORELANDSt-ASt-EWESTMORELANDSt-2024-06-18-4-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

A ST & E WESTMORELAND ST, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

E Westmoreland Street and A Street	Ramp 04

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [x] Other 1 — Ramp Slope > 8.33%
- [x] Other 2 — Landing Slope > 2.00%
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Helen Lam, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	1515 Market Street, Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
***Date Submitted:**	June 16, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	● Yes	○ No
Pedestrian Trip Generators	● Yes	○ No
Safety Concerns	● Yes	○ No
R9-3A "No Peds" Signs	● Yes	○ No
Existing Crosswalk	● Yes	○ No
Existing Sidewalk	● Yes	○ No
Existing Push Buttons	○ Yes	● No

ADT

Location Identification

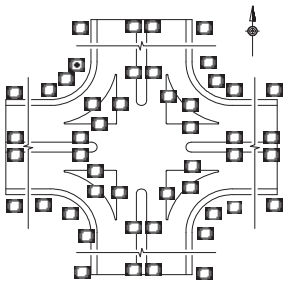
A Street — **SR North - Segment*

A Street — **SR South - Segment*

E Westmoreland Street — **SR East - Segment*

E Westmoreland Street — **SR West - Segment*

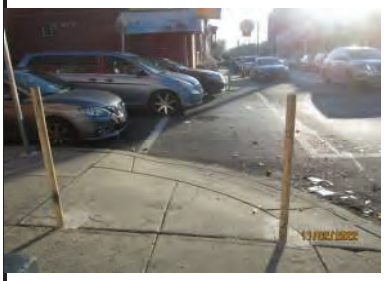
04 — Location #

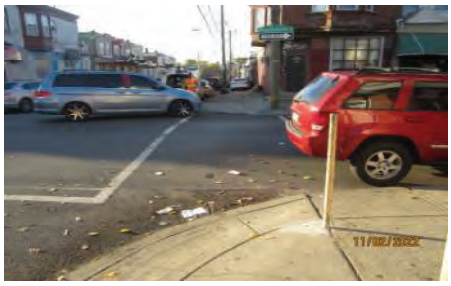


Investigated design alternatives	Why alternative was not selected
1.) Extend ramp	Conflict with steps.
2.) Build up further in front of ramp	Would reverse flow away from curb line.
3.) provide a wider pavement adjustment	Already at widest authorized adjustment.

Alternative selected and description of what requirement is not met

A Type 1 curb ramp has been designed at this location. 8.33% ramp, 2.00% landing slopes are not met due to the existing steps behind the ramp. The ramp has been designed with a slope of 11.00%, landing with 4.25% slopes.





ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

12/29/2023 — ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

01/02/2024 — District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-A Street-A Street-E Westmoreland Street-E Westmoreland Street-*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

E Westmoreland Street and A Street	Ramp 04

Investigated Design Alternative #1

Technically infeasable because the close proximity to building steps on the corner. In order reduce probable impacts on building accessibilty and ramp access both with reasonable grades, it is necessary to build the ramp with a slope of 11.00% with a landing slope of 4.25%.

Investigated Design Alternative #2

Consideration was given to build up further in front of the ramp to reduce the slope; however building up further would reverse the exisitng flow away from the curb line. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to construct a pavement adjustment; however a pavement adjustment is not justified. As a result of this consideration this alternative was eliminated because it is already at widest authorized adjustment

Summary

City of Philadelphia requirements dictate a Type 1 curb ramp slope is no more than 8.33% and has a landing slope of no more than 2.00%. It is technically infeasible to meet this requirement at this location due to the existing building structure. The ramp has been designed with a 11.00% slope and a landing of 4.25%. This design provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-A Street-A Street-E Westmoreland Street-E Westmor*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

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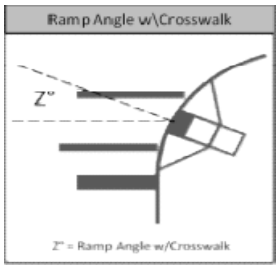
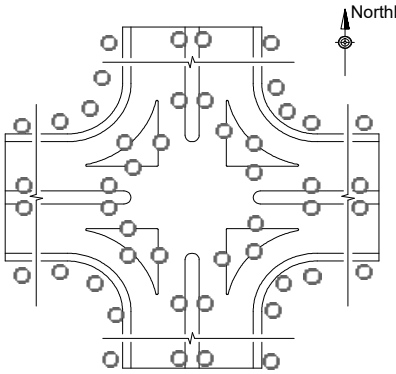
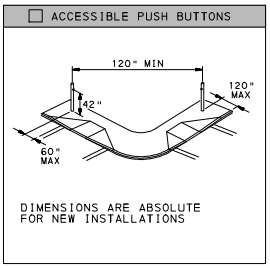
DEPARTMENT OF TRANSPORTATION

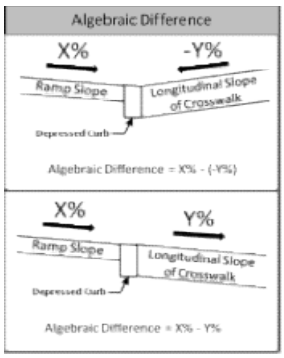
A ST & E WESTMORELAND ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2024	06	25			
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.					
Designer 2	Alex Long Bowman Consulting Group Ltd.					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	5.80	%	0.40	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		15	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	12.8			
Intersection Ramp # of #	5	8				
*Ramp Location (Use Figure Below)		12				
*Curb Ramp Type	Type 1					
*North Leg	A	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E WESTMORELAND	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	A	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E WESTMORELAND	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-ASt-EWESTMORELANDSt-ASt-EWESTMORELANDSt-2024-06-25-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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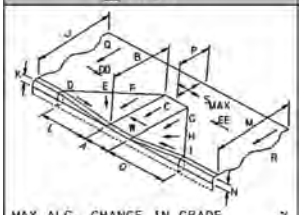
DEPARTMENT OF TRANSPORTATION

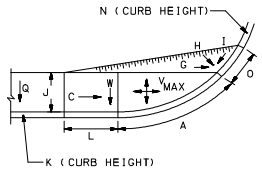
A ST & E WESTMORELAND ST, PennDOT
Location ID # 12

☐ TYPE 1



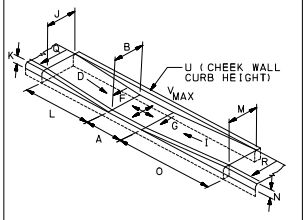
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



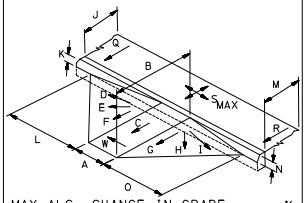
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



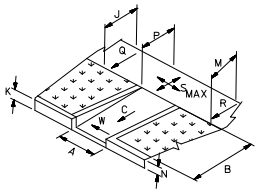
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



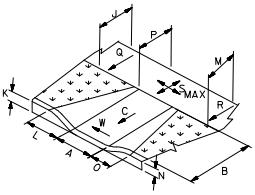
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



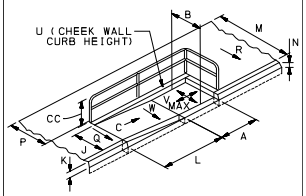
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



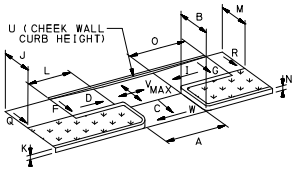
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



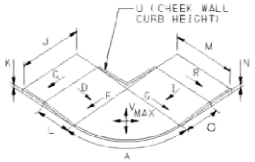
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



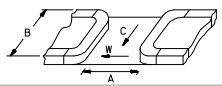
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

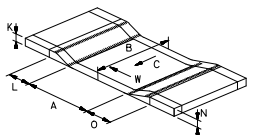
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	77	(IN)
*	C	8.30	(%)
*	D	7.00	(%)
	E	9.60	(%)
*	F	7.50	(%)
*	G	7.90	(%)
	H	7.70	(%)
*	I	8.00	(%)
*	J	48	(IN)
	K	3	(IN)
	L	36	(IN)
*	M	48	(IN)
	N	2	(IN)
	O	37	(IN)
*	P	48	(IN)
*	Q	4.40	(%)
*	R	4.60	(%)
*	S	1.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.50	(%)
*	X		(IN)
*	Y		(IN)
*	YY	108	(IN)
*	Z		(IN)
*	ZZ	58	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.70	(%)
*	EE	2.30	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

C-06-101-60000-ASt-EWESTMORELANDSt-ASt-EWESTMORELANDSt-2024-06-25-12-Type1

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A ST & E WESTMORELAND ST, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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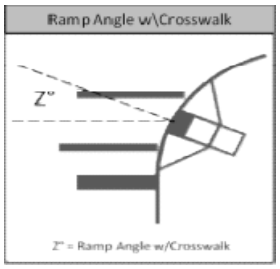
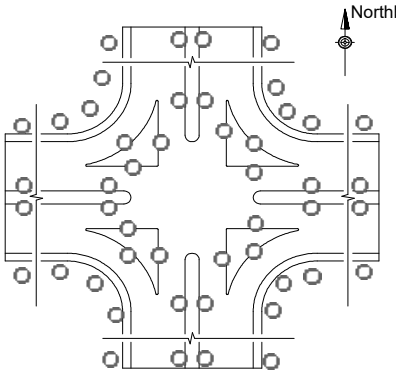
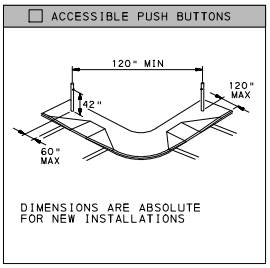
DEPARTMENT OF TRANSPORTATION

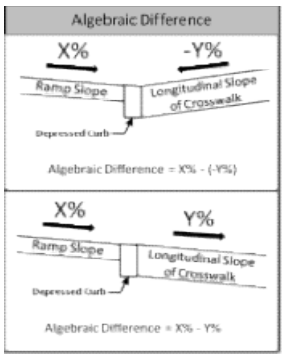
A ST & E WESTMORELAND ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2024	06	25		
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.				
Designer 2	Alex Long Bowman Consulting Group Ltd.				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	1.00	%	1.50	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	8.9		
Intersection Ramp # of #	4	8			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg	A	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	E WESTMORELAND	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	A	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	E WESTMORELAND	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







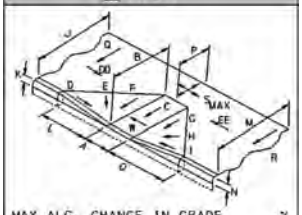


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-ASt-EWESTMORELANDSt-ASt-EWESTMORELANDSt-2024-06-25-14-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

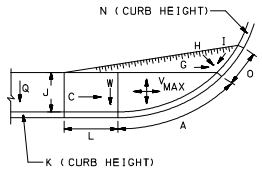
A ST & E WESTMORELAND ST, PennDOT
Location ID # 14

☐ TYPE 1



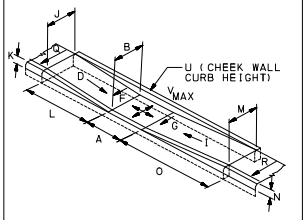
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



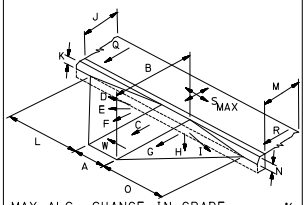
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



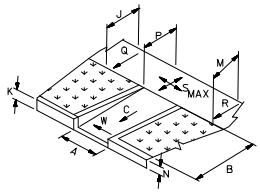
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



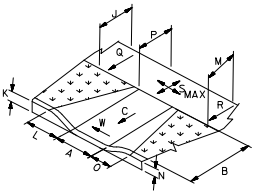
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



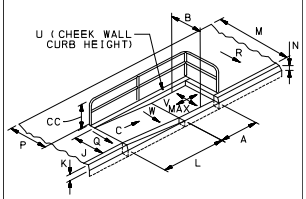
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



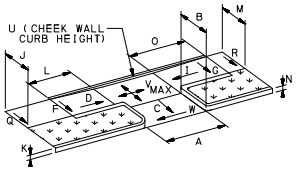
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



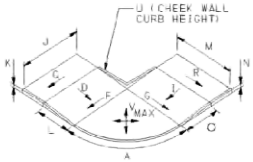
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



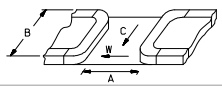
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

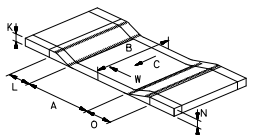
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	69	(IN)	
*	C	7.90	(%)	
*	D	7.30	(%)	
	E	8.80	(%)	
*	F	8.10	(%)	
*	G	8.30	(%)	
	H	7.50	(%)	
*	I	5.60	(%)	
*	J	48	(IN)	
	K	2	(IN)	
	L	42	(IN)	
*	M	48	(IN)	
	N	3	(IN)	
	O	36	(IN)	
*	P	48	(IN)	
*	Q	4.40	(%)	
*	R	4.60	(%)	
*	S	1.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.80	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	108	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.70	(%)	
*	EE	2.30	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-ASt-EWESTMORELANDSt-ASt-EWESTMORELANDSt-2024-06-25-14-Type1

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DEPARTMENT OF TRANSPORTATION

A ST & E WESTMORELAND ST, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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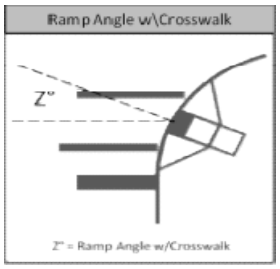
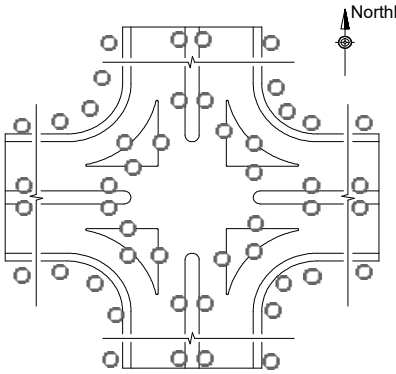
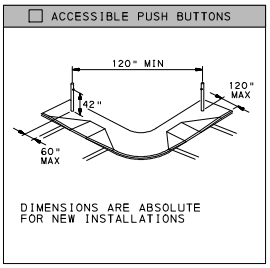
DEPARTMENT OF TRANSPORTATION

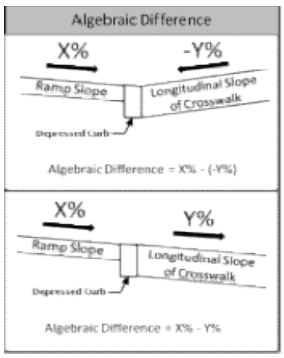
A ST & E WESTMORELAND ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2024	06	18		
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.				
Designer 2	Alex Long Bowman Consulting Group Ltd.				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	1.00	%	5.50	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	7.3		
Intersection Ramp # of #	2	8			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 1				
*North Leg	A	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	E WESTMORELAND	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	A	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	E WESTMORELAND	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-ASt-EWESTMORELANDSt-ASt-EWESTMORELANDSt-2024-06-18-17-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)		

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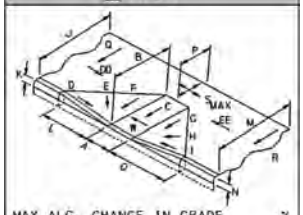
DEPARTMENT OF TRANSPORTATION

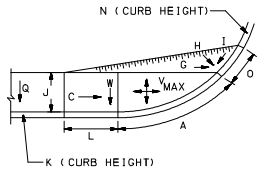
A ST & E WESTMORELAND ST, PennDOT
Location ID # 17

☐ TYPE 1



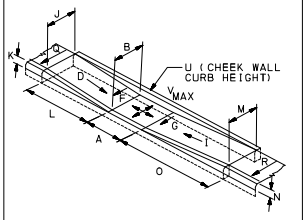
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



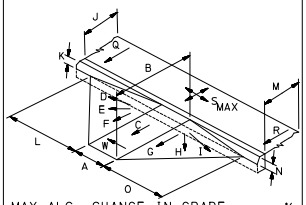
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



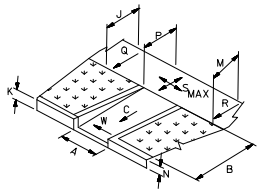
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



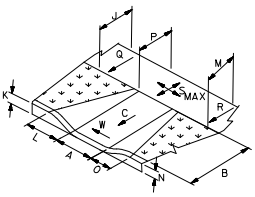
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



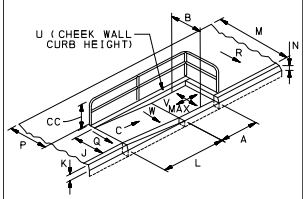
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



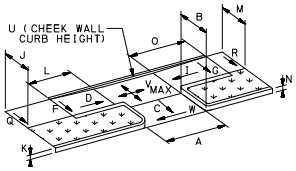
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



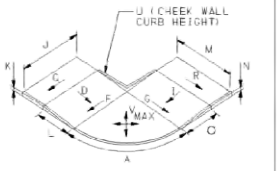
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



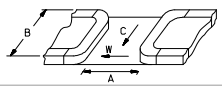
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

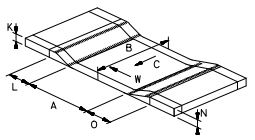
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	70	(IN)	
*	C	10.90	(%)	
*	D	3.30	(%)	
	E	8.00	(%)	
*	F	10.70	(%)	
*	G	10.70	(%)	
	H	11.50	(%)	
*	I	7.40	(%)	
*	J	48	(IN)	
	K	3	(IN)	
	L	48	(IN)	
*	M	48	(IN)	
	N	2	(IN)	
	O	32	(IN)	
*	P	48	(IN)	
*	Q	6.60	(%)	
*	R	3.00	(%)	
*	S	1.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	4.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	108	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.80	(%)	
*	EE	2.20	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-ASt-EWESTMORELANDSt-ASt-EWESTMORELANDSt-2024-06-18-17-Type1

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A ST & E WESTMORELAND ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

E Westmoreland Street and A Street	Ramp 17

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Existing curbline slope > 2.00%
- [x] Other 1 Ramp Slope > 8.33%
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Helen Lam, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	1515 Market Street, Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
***Date Submitted:**	June 16, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	● Yes	○ No
Pedestrian Trip Generators	● Yes	○ No
Safety Concerns	● Yes	○ No
R9-3A "No Peds" Signs	● Yes	○ No
Existing Crosswalk	● Yes	○ No
Existing Sidewalk	● Yes	○ No
Existing Push Buttons	○ Yes	● No
ADT		

Location Identification

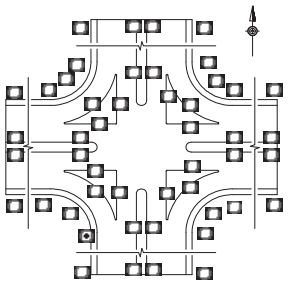
A Street
**SR North - Segment*

A Street
**SR South - Segment*

E Westmoreland Street
**SR East - Segment*

E Westmoreland Street
**SR West - Segment*

17
Location #



Investigated design alternatives	Why alternative was not selected
1.) Extend ramp.	Conflict with steps.
2.) Build up further in front of ramp	City requires constant slope within pavement adjustment.
3.) Locate Type 1 ramp further south	No justification.

Alternative selected and description of what requirement is not met

A Type 1 curb ramp has been designed at this location. 2.00% cross slope and 8.33% ramp slopes are not met due to the existing steps behind the ramp. The ramp has been designed with a cross slope of 4.07% and a ramp slope of 11.00%.

ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

12/29/2023
ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

01/02/2024
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-A Street-A Street-E Westmoreland Street-E Westmoreland Street-*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

E Westmoreland Street and A Street	Ramp 17

Investigated Design Alternative #1

Technically infeasable because the close proximity to building steps on the corner. In order reduce probable impacts on building accessibilty and ramp access both with reasonable grades, it is necessary to build the ramp with a cross slope of 4.07% and a ramp slope of 11.00%.

Investigated Design Alternative #2

Consideration was given to build up further in front of the ramp; however the City requires a constant slope within the pavement adjustment. Building up further in front of the ramp would remove this condition. As a result of this consideration, this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to locate the proposed type 1 ramp further to the south; however shifting the curb ramp further to the south would not be justified. As a result of these considerations this alternative was eliminated.

Summary

City of Philadelphia requirements dictate a Type 1 curb cross slope is no more than 2.00% andthe ramp slope of no more than 8.33%. It is technically infeasible to meet this requirement at this location due to the existing building structure. The ramp has been designed with a 4.07% cross slope and a ramp slope of 11.00%. This design provides access to the maximum extent feasible.

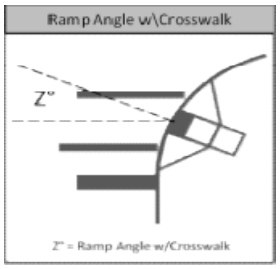
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-A Street-A Street-E Westmoreland Street-E Westmor*

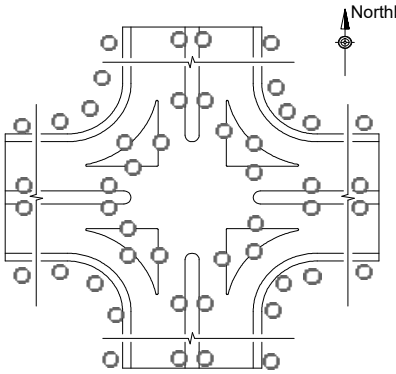
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

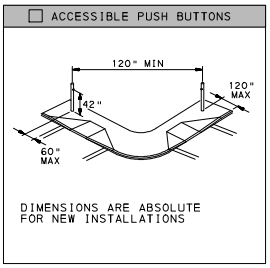
pennsylvania
DEPARTMENT OF TRANSPORTATION

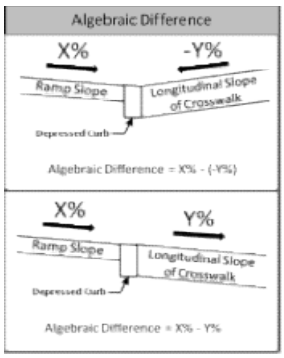
ABBY RD & WOODHAVEN RD, PennDOT Location
ID # 14

*Date of Design (yyyy mm dd)	2024	02	14			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.10	%	1.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	7.5			
Intersection Ramp # of #	1	2				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					
*North Leg	WOODHAVEN	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	ABBY	(segment)	(offset)			
*East Leg Desc.	Rd					
*South Leg	WOODHAVEN	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg	ABBY	(segment)	(offset)			
*West Leg Desc.	Rd					
Ramp Coordinates	Latitude					
	Longitude					







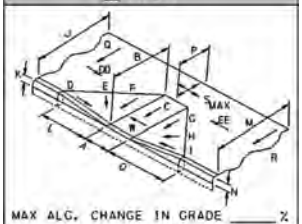


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-WOODHAVENRd-ABBYRd-WOODHAVENRd-ABBYRd-2024-02-14-14-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania
DEPARTMENT OF TRANSPORTATION

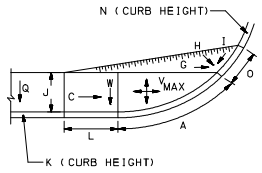
ABBY RD & WOODHAVEN RD, PennDOT Location
ID # 14

☐ TYPE 1



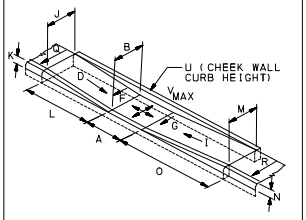
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



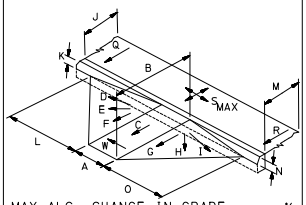
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



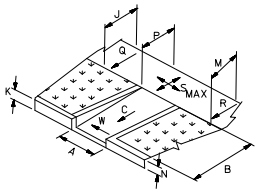
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



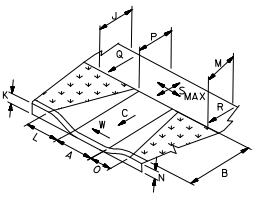
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



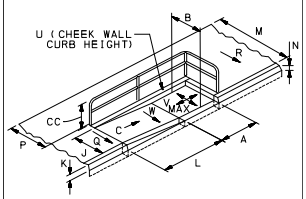
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



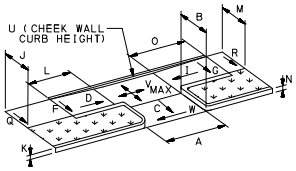
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



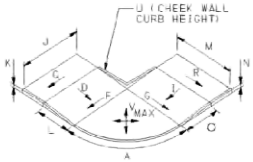
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



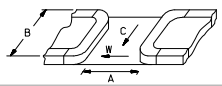
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

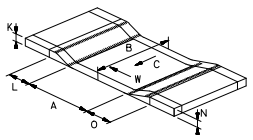
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	25	(IN)	
*	C	7.40	(%)	
*	D	999	(%)	rolled
	E	999	(%)	rolled
*	F	999	(%)	rolled
*	G	8.00	(%)	
	H	7.00	(%)	
*	I	5.80	(%)	
*	J	53	(IN)	
	K	4	(IN)	
	L	25	(IN)	
*	M	76	(IN)	
	N	6	(IN)	
	O	62	(IN)	
*	P	48	(IN)	
*	Q	2.10	(%)	
*	R	3.70	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	72	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.80	(%)	
*	EE	5.20	(%)	

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

C-06-101-60000-WOODHAVENRd-ABBYRd-WOODHAVENRd-ABBYRd-2024-02-14-14-Type1

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DEPARTMENT OF TRANSPORTATION

ABBY RD & WOODHAVEN RD, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

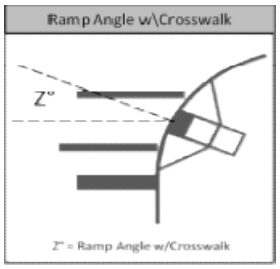
Insert Picture 3

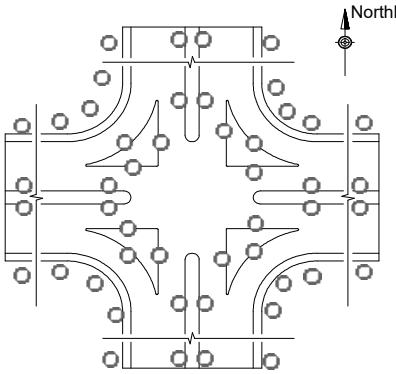
Insert Picture 6

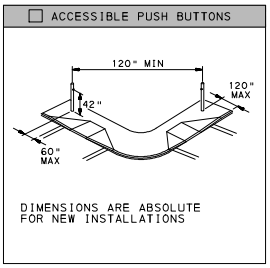
pennsylvania
DEPARTMENT OF TRANSPORTATION

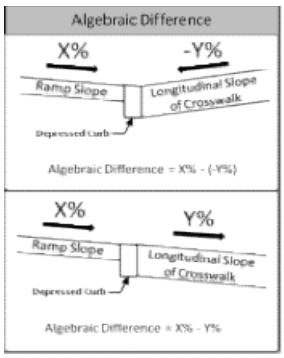
ABBY RD & WOODHAVEN RD, PennDOT Location
ID # 17

*Date of Design (yyyy mm dd)	2024	02	14			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.20	%	1.80	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		6	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	11.9			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 4A					
*North Leg	WOODHAVEN	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	ABBY	(segment)	(offset)			
*East Leg Desc.	Rd					
*South Leg	WOODHAVEN	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg	ABBY	(segment)	(offset)			
*West Leg Desc.	Rd					
Ramp Coordinates	Latitude					
	Longitude					







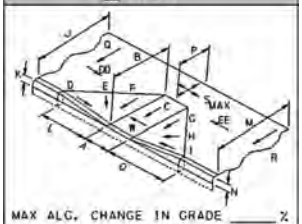


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-WOODHAVENRd-ABBYRd-WOODHAVENRd-ABBYRd-2024-02-14-17-Type4A		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)		

pennsylvania
DEPARTMENT OF TRANSPORTATION

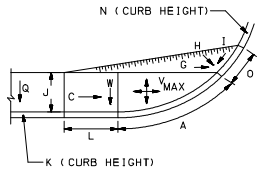
ABBY RD & WOODHAVEN RD, PennDOT Location
ID # 17

☐ TYPE 1



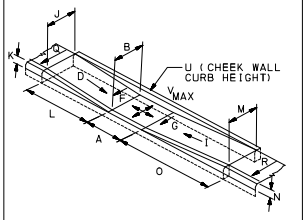
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



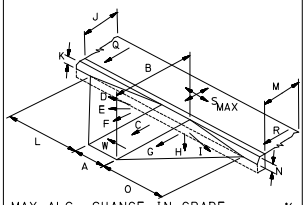
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



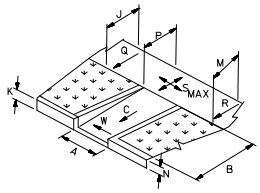
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



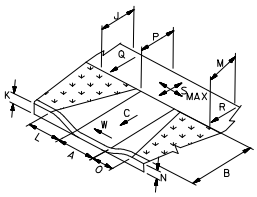
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



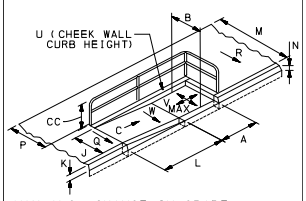
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



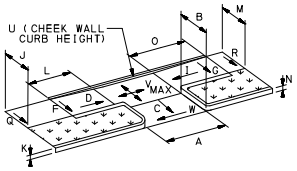
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



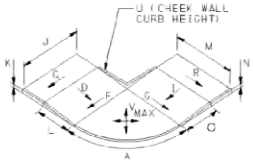
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



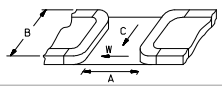
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

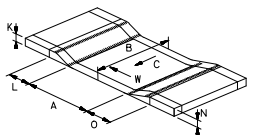
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	34	(IN)	
*	C	11.00	(%)	
*	D		(%)	
	E		(%)	
*	F		(%)	
*	G		(%)	
	H		(%)	
*	I		(%)	
*	J	55	(IN)	
	K	5	(IN)	
	L	21	(IN)	
*	M	55	(IN)	
	N	3	(IN)	
	O	28	(IN)	
*	P	56	(IN)	
*	Q	0.50	(%)	
*	R	3.00	(%)	
*	S	6.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	5.40	(%)	
*	EE	3.10	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

C-06-101-60000-WOODHAVENRd-ABBYRd-WOODHAVENRd-ABBYRd-2024-02-14-17-Type4A

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ABBY RD & WOODHAVEN RD, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

EB Woodhaven Road and Abby Road	Ramp 17

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes	○ No
Suggested Repair		
Approx. Repair Costs		
Actual Repair Costs		
Actual Repair		
Date Repaired		

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Helen Lam, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	1515 Market Street, Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
***Date Submitted:**	April 19, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	○ Yes	○ No
Pedestrian Trip Generators	○ Yes	○ No
Safety Concerns	○ Yes	○ No
R9-3A "No Peds" Signs	○ Yes	○ No
Existing Crosswalk	○ Yes	○ No
Existing Sidewalk	○ Yes	○ No
Existing Push Buttons	○ Yes	○ No

ADT

Location Identification

Northbound

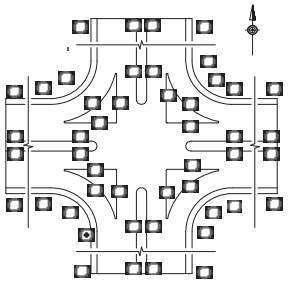
N/A
**SR North - Segment*

Abby Road
**SR South - Segment*

Woodhaven Road
**SR East - Segment*

Woodhaven Road
**SR West - Segment*

17
Location #



Investigated design alternatives	Why alternative was not selected
1) Locate Type 4A curb ramp further north	Conflict with tree roots
2) Locate Type 4A curb ramp further south	Conflict with fence
3) Extend ramp	Conflict with tree roots

Alternative selected and description of what requirement is not met

A type 4A curb ramp is designed at this location. The following requirement(s) are not met: maximum longitudinal slope of 8.33%, maximum landing slope of 2.00%, and maximum triangular landing slope of 2.00%. The ramp has been designed with a maximum ramp slope of 11.00%, a maximum landing slope of 6.05%, and a maximum triangular landing slope of 4.00%.

ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

Miriam Marie Vaghese 8.15.23
ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

Sunil Gill 08/17/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-N/A-Abby Road-Woodhaven Road-Woodhaven Road-17-45035*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

EB Woodhaven Road and Abby Road	Ramp 17

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 ramp further to the north, however this would create a conflict with the existing tree roots under the sidewalk. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the south, however this would create a conflict with the existing fence and would place the ramp outside the desired path line. As a result of these considerations this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to extend the ramp, however this would create a conflict with the existing tree roots under the sidewalk. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum longitudinal ramp slope of 8.33%, a maximum landing slope of 2.00%, and a maximum triangular landing slope of 2.00%. It is technically infeasible to meet these requirements due to the proximity of the tree roots under the sidewalk and fence at this corner. The type 1 curb ramp has been designed with a maximum longitudinal ramp slope of 11.00%, a maximum landing slope of 6.05%, and a maximum triangular landing slope of 4.00%. This design provides access to the maximum extent feasible.

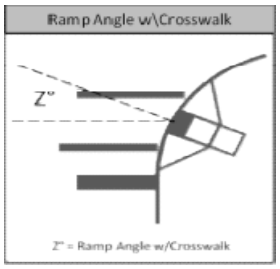
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-N/A-Abby Road-Woodhaven Road-Woodhaven Road*

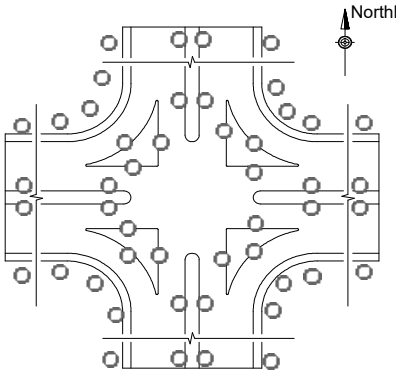
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

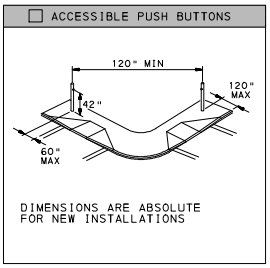
pennsylvania
DEPARTMENT OF TRANSPORTATION

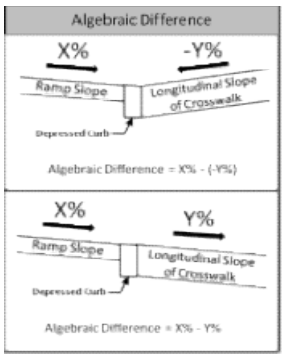
ALBEMARLE LN & RED LION RD, PennDOT
Location ID # 14

*Date of Design (yyyy mm dd)	2024	02	20			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.60	%	1.80	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	5.5			
Intersection Ramp # of #	1	1				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 2					
*North Leg	ALBEMARLE	(segment)	(offset)			
*North Leg Desc.	Ln					
*East Leg	RED LION	(segment)	(offset)			
*East Leg Desc.	Rd					
*South Leg	ALBEMARLE	(segment)	(offset)			
*South Leg Desc.	Ln					
*West Leg	RED LION	(segment)	(offset)			
*West Leg Desc.	Rd					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-ALBEMARLELn-REDLIONRd-ALBEMARLELn-REDLIONRd-2024-02-20-14-Type2			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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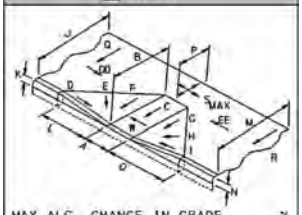
DEPARTMENT OF TRANSPORTATION

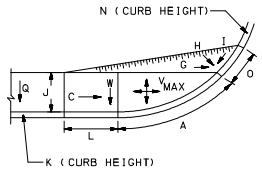
ALBEMARLE LN & RED LION RD, PennDOT
Location ID # 14

☐ TYPE 1



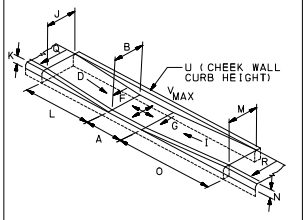
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



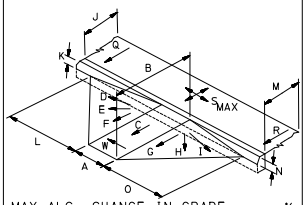
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



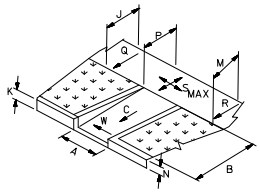
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



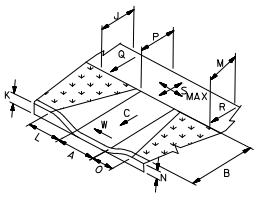
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



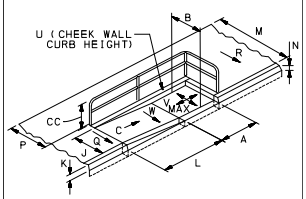
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



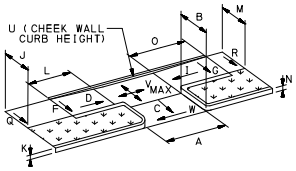
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



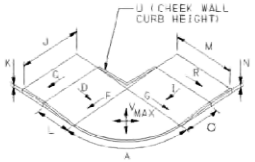
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



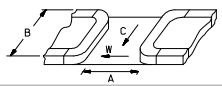
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

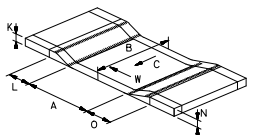
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	60	(IN)	
*	B	81	(IN)	
*	C		(%)	
*	D	999	(%)	rolled
	E		(%)	
*	F	999	(%)	rolled
*	G	999	(%)	rolled
	H		(%)	
*	I	999	(%)	rolled
*	J	48	(IN)	
	K	3	(IN)	
	L	41	(IN)	
*	M	48	(IN)	
	N	3	(IN)	
	O	40	(IN)	
*	P		(IN)	
*	Q	1.90	(%)	
*	R	0.20	(%)	
*	S		(%)	
	T		(IN)	
	U	7	(IN)	
*	V	1.90	(%)	
*	W		(%)	
*	X		(IN)	
*	Y	120	(IN)	
*	YY	120	(IN)	
*	Z	60	(IN)	
*	ZZ	60	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD		(%)	
*	EE		(%)	

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

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DEPARTMENT OF TRANSPORTATION

ALBEMARLE LN & RED LION RD, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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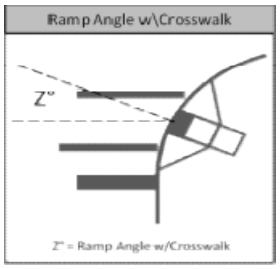
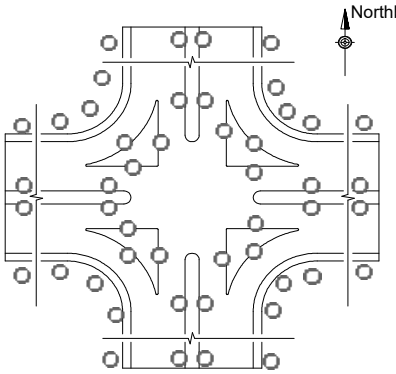
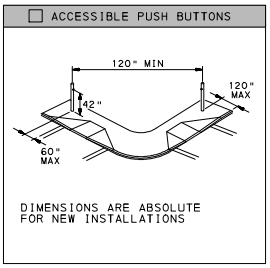
DEPARTMENT OF TRANSPORTATION

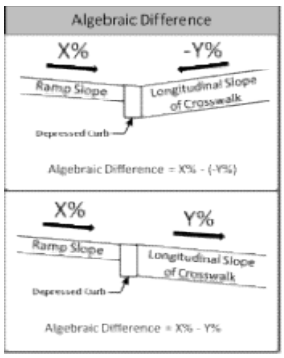
ALBEMARLE LN & RED LION RD, PennDOT
Location ID # 17

*Date of Design (yyyy mm dd)	2024	02	20			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.90	%	0.50	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.7			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 4A					
*North Leg	RED LION	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	ALBEMARLE	(segment)	(offset)			
*East Leg Desc.	Ln					
*South Leg	RED LION	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg	ALBEMARLE	(segment)	(offset)			
*West Leg Desc.	Ln					
Ramp Coordinates	Latitude					
	Longitude					







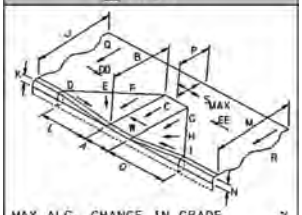


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-REDLIONRd-ALBEMARLELn-REDLIONRd-ALBEMARLELn-2024-02-20-17-Type4A			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

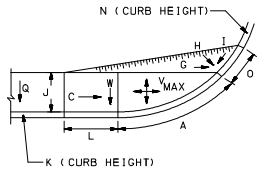
ALBEMARLE LN & RED LION RD, PennDOT
Location ID # 17

☐ TYPE 1



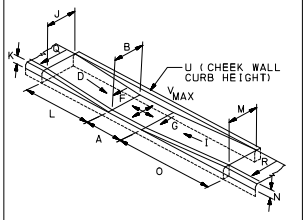
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



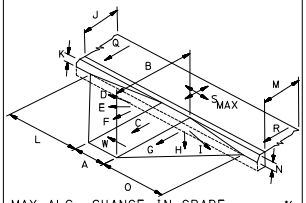
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



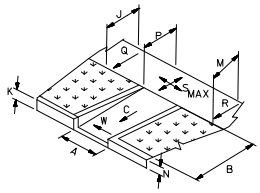
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



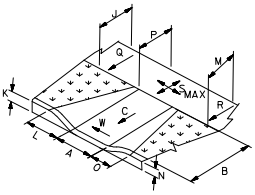
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



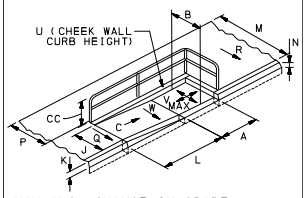
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



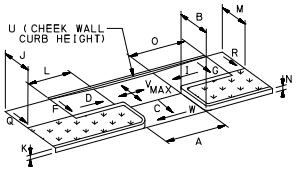
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



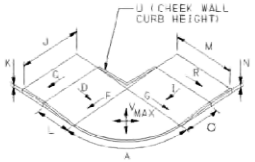
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



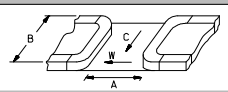
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

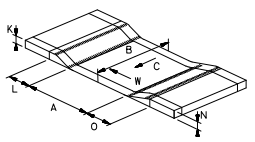
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	36	(IN)	
*	C	5.80	(%)	
*	D		(%)	
	E		(%)	
*	F		(%)	
*	G		(%)	
	H		(%)	
*	I		(%)	
*	J	48	(IN)	
	K	4	(IN)	
	L	26	(IN)	
*	M	48	(IN)	
	N	5	(IN)	
	O	35	(IN)	
*	P	48	(IN)	
*	Q	1.90	(%)	
*	R	2.20	(%)	
*	S	1.30	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no adj stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.50	(%)	
*	EE	6.90	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-REDLIONRd-ALBEMARLELn-REDLIONRd-ALBEMARLELn-2024-02-20-17-Type4A

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DEPARTMENT OF TRANSPORTATION

ALBEMARLE LN & RED LION RD, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

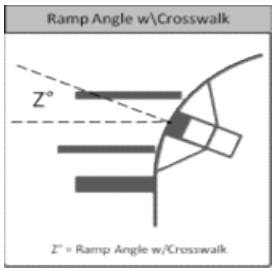
Insert Picture 3

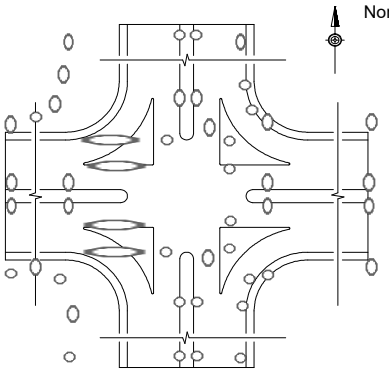
Insert Picture 6

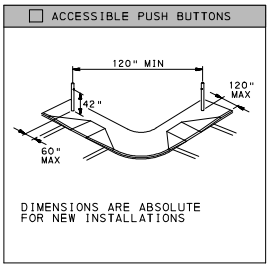
pennsylvania DEPARTMENT OF TRANSPORTATION

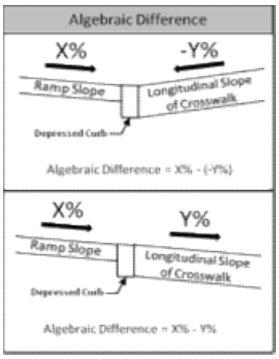
ALLENGROVE ST & LARGE ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.80	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		5	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.7			
Intersection Ramp # of #	1	2				
*Ramp Location (Use Figure Below)		02				
*Curb Ramp Type	Type 1					
*North Leg	LARGE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	ALLENGROVE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	LARGE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	ALLENGROVE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-LARGESt-ALLENGROVESt-LARGESt-ALLENGROVESt-2024-02-01-2-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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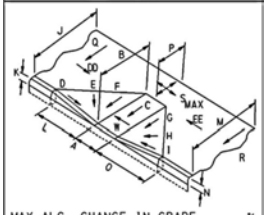
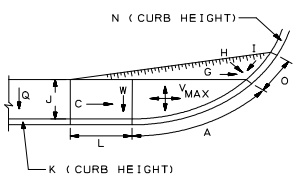
ALLENGROVE ST & LARGE ST, PennDOT
Location ID # 2

☐ TYPE 1



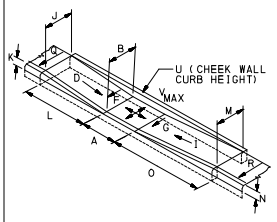
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



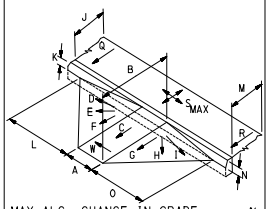
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



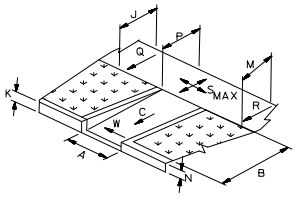
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



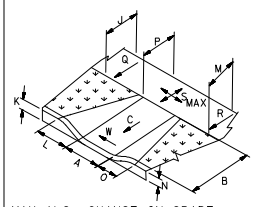
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



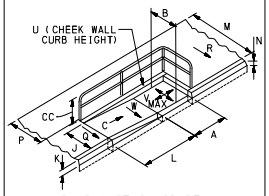
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



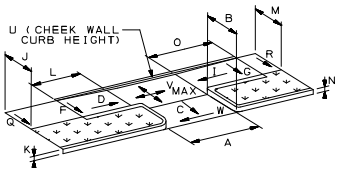
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



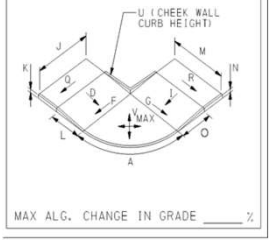
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



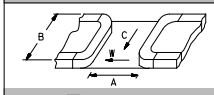
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

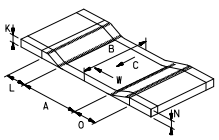
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	43	(IN)	
*	C	7.70	(%)	
*	D	999	(%)	rolled flare
	E	999	(%)	rolled flare
*	F	999	(%)	rolled flare
*	G	999	(%)	rolled flare
	H	999	(%)	rolled flare
*	I	999	(%)	rolled flare
*	J	64	(IN)	
	K	4	(IN)	
	L	14	(IN)	
*	M	63	(IN)	
	N	4	(IN)	
	O	24	(IN)	
*	P	62	(IN)	
*	Q	1.00	(%)	
*	R	1.40	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	115	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no adjacent stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.20	(%)	
*	EE	5.30	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

C-06-101-60000-LARGESt-ALLENGROVESt-LARGESt-ALLENGROVESt-2024-02-01-2-Type1

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DEPARTMENT OF TRANSPORTATION

ALLENGROVE ST & LARGE ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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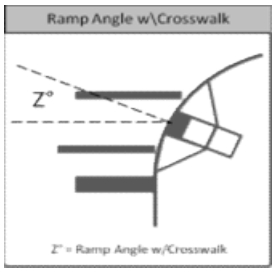
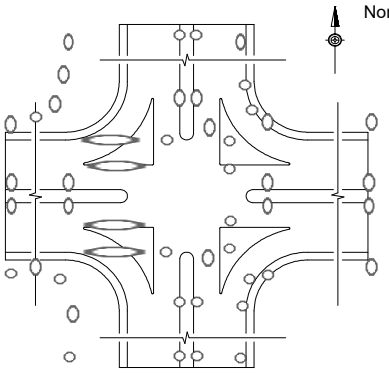
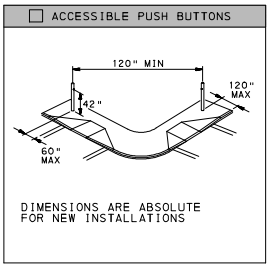
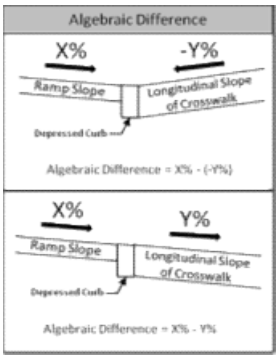
ALLENGROVE ST & LARGE ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	5.80	%	0.50	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	11.0			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		09				
*Curb Ramp Type	Type 1					
*North Leg	LARGE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	ALLENGROVE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	LARGE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	ALLENGROVE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







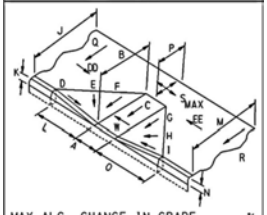


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-LARGESt-ALLENGROVESt-LARGESt-ALLENGROVESt-2024-02-01-9-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

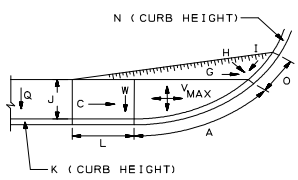
ALLENGROVE ST & LARGE ST, PennDOT
Location ID # 9

☐ TYPE 1



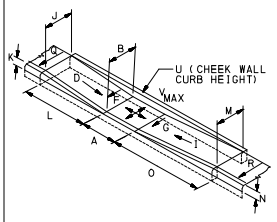
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



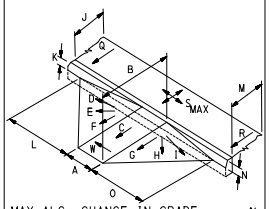
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



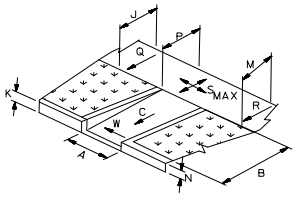
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



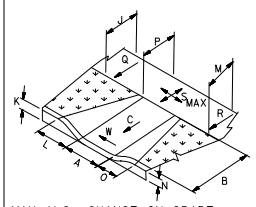
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



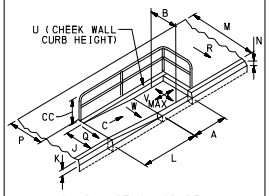
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



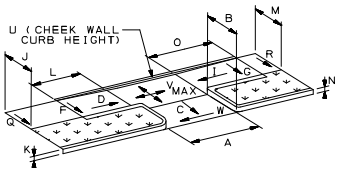
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



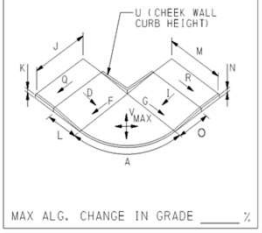
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



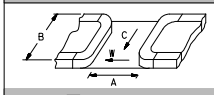
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

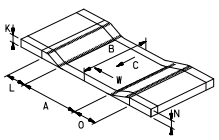
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	80	(IN)	
*	C	8.20	(%)	
*	D	999	(%)	rolled flare
	E	999	(%)	rolled flare
*	F	999	(%)	rolled flare
*	G	999	(%)	rolled flare
	H	999	(%)	rolled flare
*	I	999	(%)	rolled flare
*	J	66	(IN)	
	K	4	(IN)	
	L	45	(IN)	
*	M	57	(IN)	
	N	3	(IN)	
	O	36	(IN)	
*	P	48	(IN)	
*	Q	0.10	(%)	
*	R	1.00	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.80	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	59	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.50	(%)	
*	EE	1.40	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-LARGESt-ALLENGROVESt-LARGESt-ALLENGROVESt-2024-02-01-9-Type1

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ALLENGROVE ST & LARGE ST, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

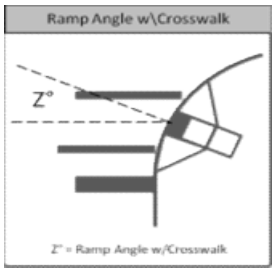
Insert Picture 3

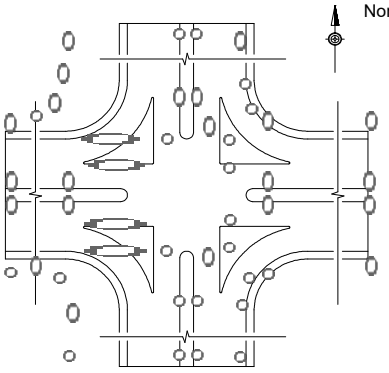
Insert Picture 6

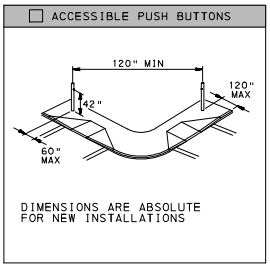
pennsylvania DEPARTMENT OF TRANSPORTATION

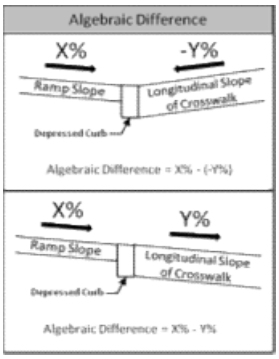
BENNER ST & E ROOSEVELT BLVD, PennDOT
Location ID # 17

*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Nathan Bieber McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.60	%	2.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		13	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	10.0			
Intersection Ramp # of #	1	2				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 1					
*North Leg	BENNER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E ROOSEVELT	(segment)	(offset)			
*East Leg Desc.	Blvd					
*South Leg	BENNER	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E ROOSEVELT	(segment)	(offset)			
*West Leg Desc.	Blvd					
Ramp Coordinates	Latitude					
	Longitude					







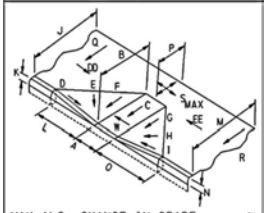


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-BENNERSt-EROOSEVELTBlvd-BENNERSt-EROOSEVELTBlvd-2024-02-01-17-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

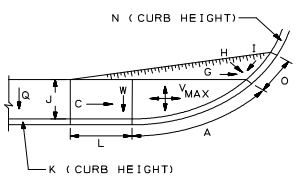
BENNER ST & E ROOSEVELT BLVD, PennDOT
Location ID # 17

☐ TYPE 1



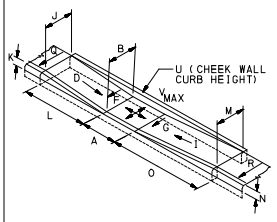
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



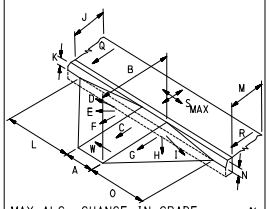
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



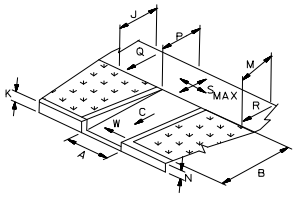
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



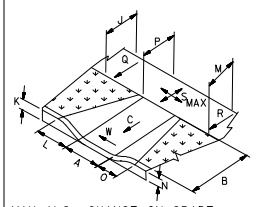
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



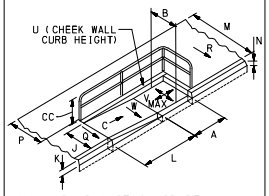
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



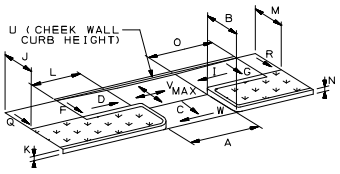
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



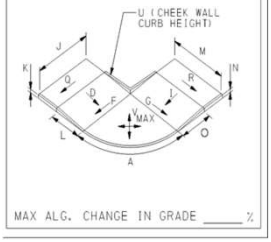
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



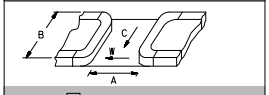
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

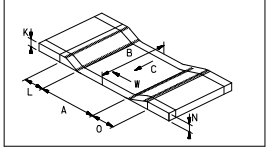
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	40	(IN)	
*	C	7.50	(%)	
*	D	999	(%)	Rolled flare
	E	999	(%)	Rolled flare
*	F	999	(%)	Rolled flare
*	G	999	(%)	Rolled flare
	H	999	(%)	Rolled flare
*	I	999	(%)	Rolled flare
*	J	59	(IN)	
	K	4	(IN)	
	L	25	(IN)	
*	M	91	(IN)	
	N	3	(IN)	
	O	26	(IN)	
*	P	48	(IN)	
*	Q	0.80	(%)	
*	R	1.60	(%)	
*	S	1.60	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	144	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	No adjacent stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.50	(%)	
*	EE	6.20	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

C-06-101-60000-BENNERSt-EROOSEVELTBlvd-BENNERSt-EROOSEVELTBlvd-2024-02-01-17-Type1

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BENNER ST & E ROOSEVELT BLVD, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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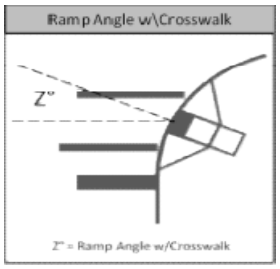
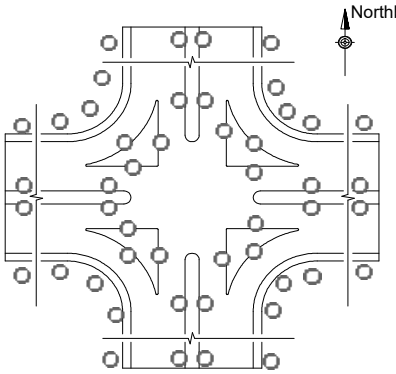
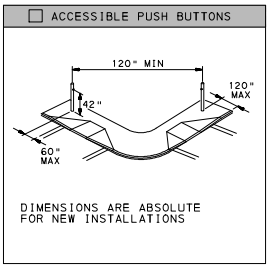
DEPARTMENT OF TRANSPORTATION

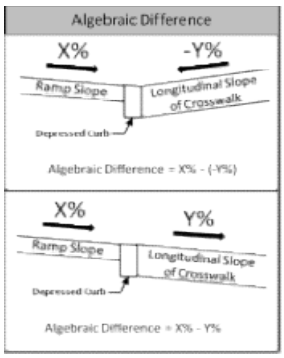
BRADFORD ST & OAKMONT ST, PennDOT
Location ID # 2

*Date of Design (yyyy mm dd)		2024	02	05		
Designer 1		Nazir Vasquez McMahon, a Bowman Company				
Designer 2		Alex Long McMahon, a Bowman Company				
*Engineering District Code		06 - District 6-0				
*County Name		Philadelphia				
*County Code (auto)		101				
*Municipality Name		Philadelphia City				
*Municipality Code (auto)		60000				
Construction Phase		Constructed				
Ramp Crosses		Local Road				
Photo Log Number		N/A				
Number of Photos		1				
Ramp Surface		Concrete				
Surface Stable, Firm, and Slip Resistant		YES				
Elevation Differences > 1/4"		NO		(X/16")		
Grate Openings or Gaps > 1/2"		NO		(X/16")		
Utilities in Path of Travel		NO				
Water Ponding in Path of Travel		NO				
Detectable Warning Surface (DWS)		YES				
DWS type		Cast Iron				
Pedestrian Crossing and Type		YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path		YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp		0.80	%	0.60	%	
Turning Maneuver in Street		NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)		YES	Comments:			
ECMS #		Alg Δ Grade (%)	8.1			
Intersection Ramp # of #		1	2			
*Ramp Location (Use Figure Below)			02			
*Curb Ramp Type	Type 1					
*North Leg	BRADFORD	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	OAKMONT	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	BRADFORD	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	OAKMONT	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons		N/A		
Sketch Used To Collect Field Information		No		
Asset # (auto)	C-06-101-60000-BRADFORDSt-OAKMONTSt-BRADFORDSt-OAKMONTSt-2024-02-05-2-Type1			
Status	Current			
Archive Ramp at location #:		N/A		
Level of Service	Meets RC-67M			

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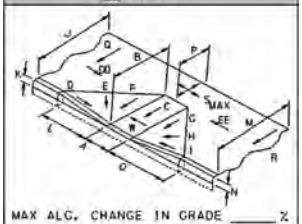
DEPARTMENT OF TRANSPORTATION

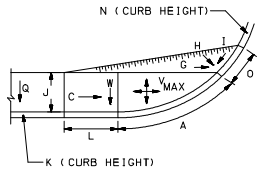
BRADFORD ST & OAKMONT ST, PennDOT
Location ID # 2

☐ TYPE 1



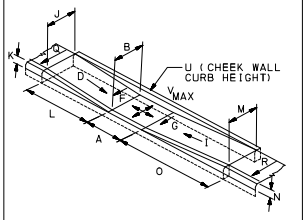
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



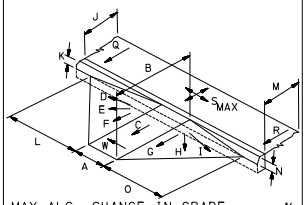
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



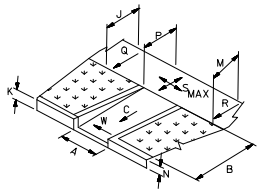
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



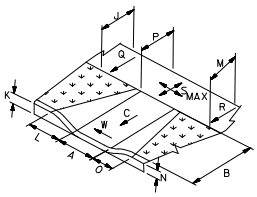
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



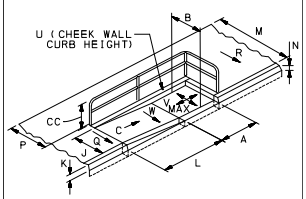
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



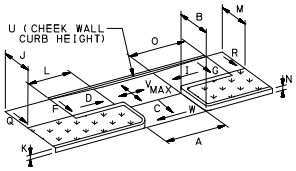
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



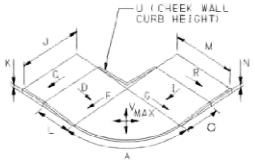
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



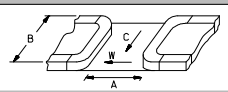
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

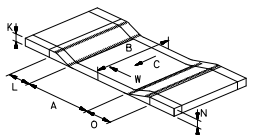
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	38	(IN)	
*	C	7.30	(%)	
*	D	8.00	(%)	
	E	10.40	(%)	
*	F	7.50	(%)	
*	G	999	(%)	rolled flare
	H	999	(%)	rolled flare
*	I	999	(%)	rolled flare
*	J	55	(IN)	
	K	5	(IN)	
	L	48	(IN)	
*	M	61	(IN)	
	N	3	(IN)	
	O	24	(IN)	
*	P	56	(IN)	
*	Q	1.60	(%)	
*	R	3.20	(%)	1.85%
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	2.30	(%)	1.55%
*	X		(IN)	
*	Y		(IN)	
*	YY	144	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.90	(%)	
*	EE	2.70	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-BRADFORDSt-OAKMONTSt-BRADFORDSt-OAKMONTSt-2024-02-05-2-Type1

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DEPARTMENT OF TRANSPORTATION

BRADFORD ST & OAKMONT ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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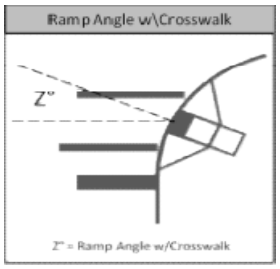
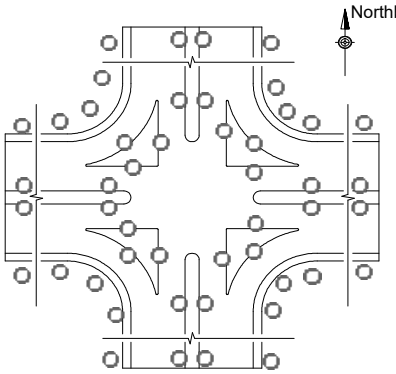
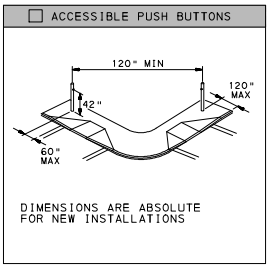
DEPARTMENT OF TRANSPORTATION

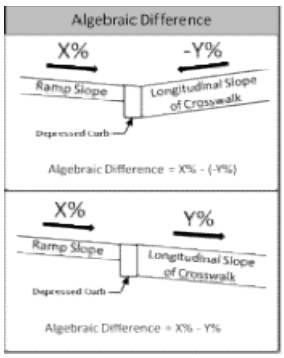
BRADFORD ST & OAKMONT ST, PennDOT
Location ID # 19

*Date of Design (yyyy mm dd)	2024	03	01			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.60	%	1.10	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.1			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	BRADFORD	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	OAKMONT	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	BRADFORD	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	OAKMONT	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-BRADFORDSt-OAKMONTSt-BRADFORDSt-OAKMONTSt-2024-03-01-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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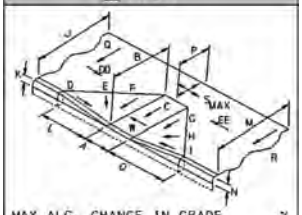
DEPARTMENT OF TRANSPORTATION

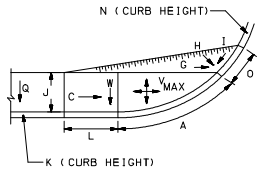
BRADFORD ST & OAKMONT ST, PennDOT
Location ID # 19

☐ TYPE 1



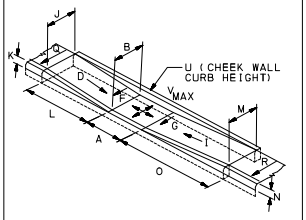
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



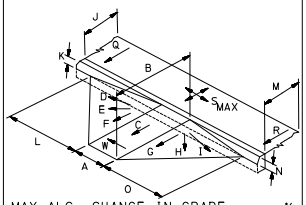
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



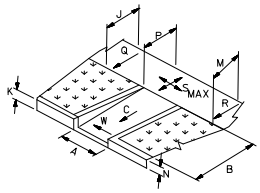
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



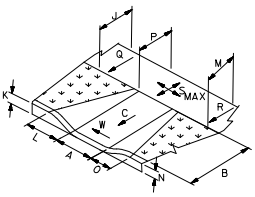
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



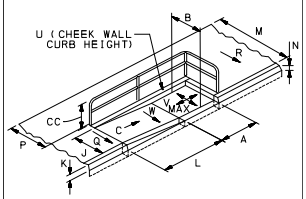
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



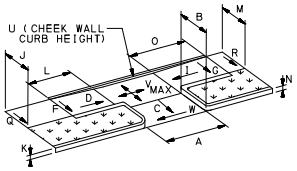
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



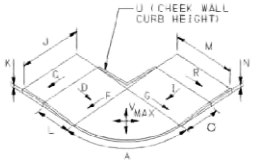
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



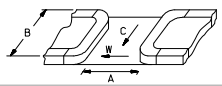
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

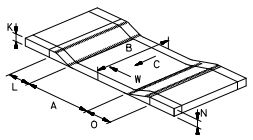
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	37	(IN)	
*	C	7.50	(%)	
*	D	9.70	(%)	
	E	10.40	(%)	
*	F	8.00	(%)	
*	G	7.70	(%)	
	H	10.60	(%)	
*	I	9.20	(%)	
*	J	48	(IN)	
	K	4	(IN)	
	L	50	(IN)	
*	M	48	(IN)	
	N	5	(IN)	
	O	48	(IN)	
*	P	48	(IN)	
*	Q	0.60	(%)	
*	R	4.00	(%)	
*	S	2.00	(%)	2.2
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	2.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	144	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.10	(%)	
*	EE	1.70	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-BRADFORDSt-OAKMONTSt-BRADFORDSt-OAKMONTSt-2024-03-01-19-Type1

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DEPARTMENT OF TRANSPORTATION

BRADFORD ST & OAKMONT ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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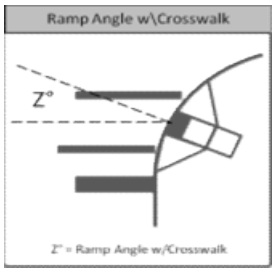
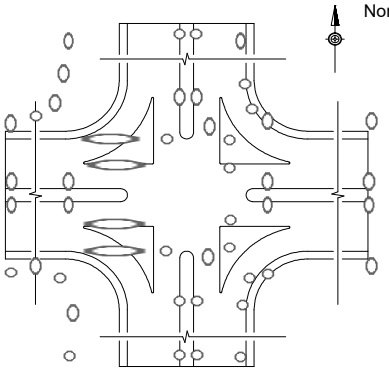
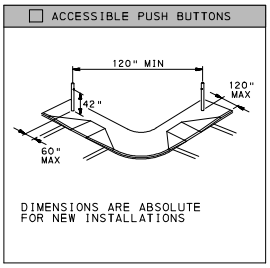
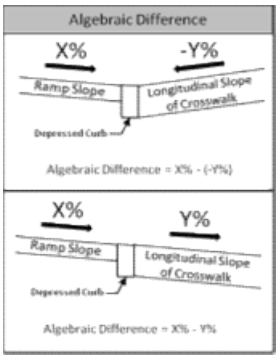
BROUS AVE & KNORR ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Nathan Bieber McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.20	%	1.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		5	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	2.2			
Intersection Ramp # of #	1	2				
*Ramp Location (Use Figure Below)	09					
*Curb Ramp Type	Type 1					
*North Leg	BROUS	(segment)	(offset)			
*North Leg Desc.	Ave					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	BROUS	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-BROUSAve-KNORRSt-BROUSAve-KNORRSt-2024-02-01-9-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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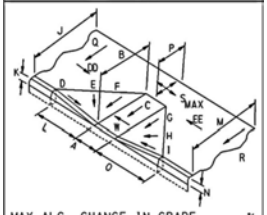
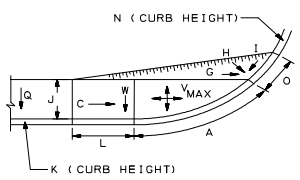
BROUS AVE & KNORR ST, PennDOT Location ID # 9

☐ TYPE 1



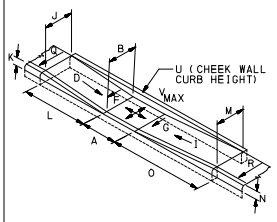
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



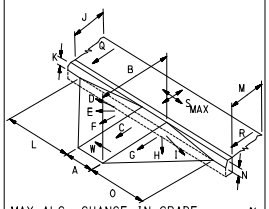
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



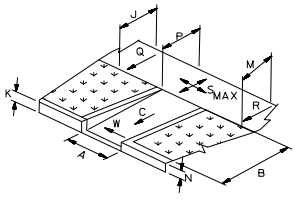
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



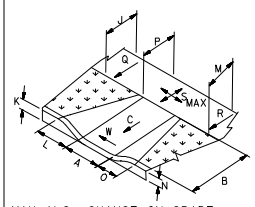
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



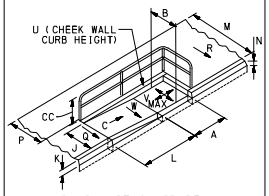
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



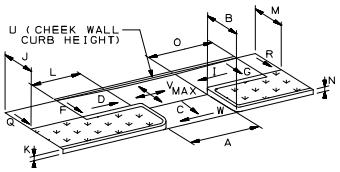
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



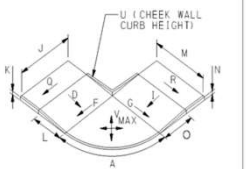
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



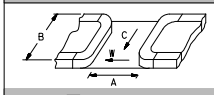
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

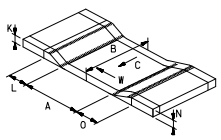
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	45	(IN)
*	C	2.00	(%)
*	D	7.60	(%)
	E	6.30	(%)
*	F	2.40	(%)
*	G	2.10	(%)
	H	4.60	(%)
*	I	5.90	(%)
*	J	97	(IN)
	K	2	(IN)
	L	31	(IN)
*	M	102	(IN)
	N	4	(IN)
	O	32	(IN)
*	P	52	(IN)
*	Q	2.80	(%)
*	R	0.20	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
*	Y		(IN)
*	YY	132	(IN)
*	Z		(IN)
*	ZZ	60	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.90	(%)
*	EE	3.10	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments

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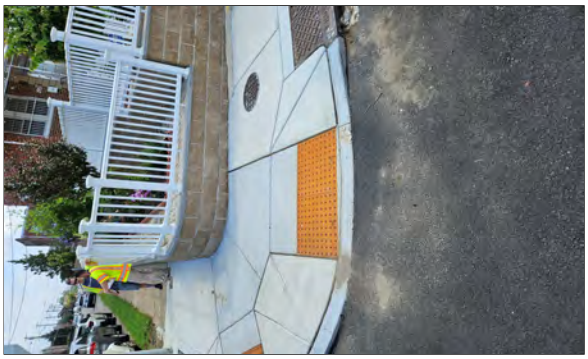
DEPARTMENT OF TRANSPORTATION

BROUS AVE & KNORR ST, PennDOT Location ID # 9

Insert Picture 1



Insert Picture 4

Insert Picture 2

Insert Picture 5

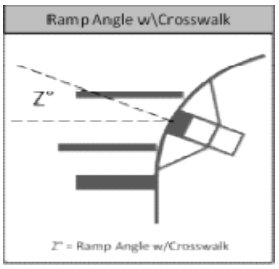
Insert Picture 3

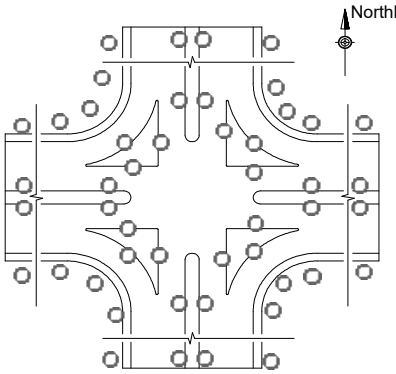
Insert Picture 6

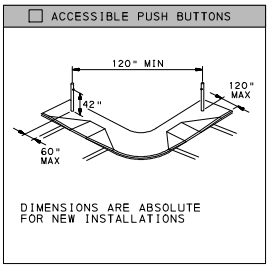
pennsylvania
DEPARTMENT OF TRANSPORTATION

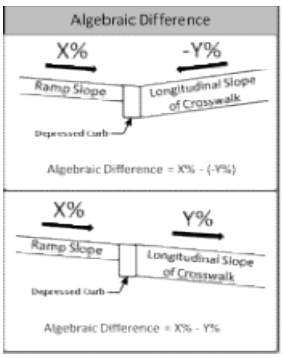
BYBERRY RD & WOODHAVEN RD, PennDOT
Location ID # 14

*Date of Design (yyyy mm dd)	2024	02	20			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	N/A				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	3.80	%	0.60	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		15	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	10.5			
Intersection Ramp # of #	1	2				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 4A					
*North Leg	WOODHAVEN	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	BYBERRY	(segment)	(offset)			
*East Leg Desc.	Rd					
*South Leg	WOODHAVEN	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg	MILLBROOK	(segment)	(offset)			
*West Leg Desc.	Rd					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-WOODHAVENRd-BYBERRYRd-WOODHAVENRd-MILLBROOKRd-2024-02-20-14-Type4A			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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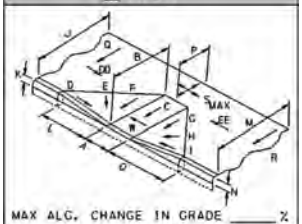
DEPARTMENT OF TRANSPORTATION

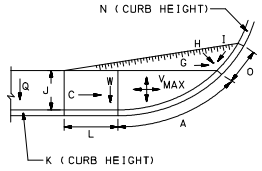
BYBERRY RD & WOODHAVEN RD, PennDOT
Location ID # 14

☐ TYPE 1



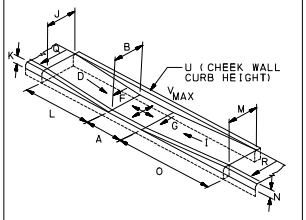
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



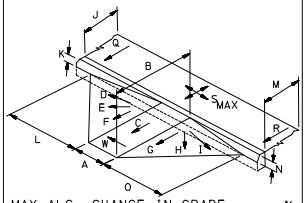
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



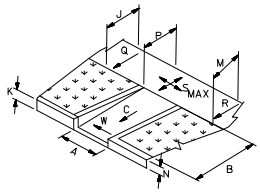
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



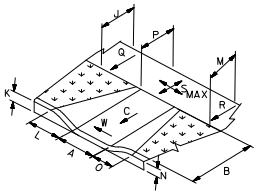
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



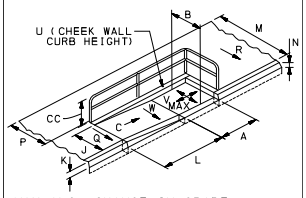
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



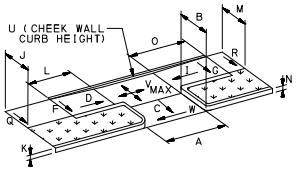
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



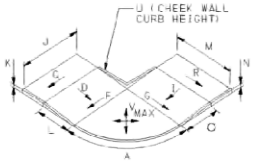
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



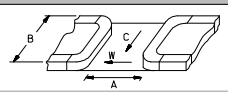
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

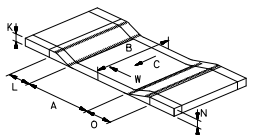
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	24	(IN)	
*	C	6.70	(%)	
*	D		(%)	
	E		(%)	
*	F		(%)	
*	G		(%)	
	H		(%)	
*	I		(%)	
*	J	999	(IN)	no sidewalk
	K	4	(IN)	
	L	24	(IN)	
*	M	999	(IN)	no stopbar
	N	6	(IN)	
	O	29	(IN)	
*	P	48	(IN)	
*	Q	999	(%)	no sidewalk
*	R	999	(%)	no sidewalk
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY		(IN)	
*	Z		(IN)	
*	ZZ		(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	999.00	(%)	no sidewalk
*	EE	999.00	(%)	no sidewalk

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-WOODHAVENRd-BYBERRYRd-WOODHAVENRd-MILLBROOKRd-2024-02-20-14-Type4A

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DEPARTMENT OF TRANSPORTATION

BYBERRY RD & WOODHAVEN RD, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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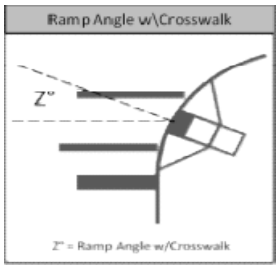
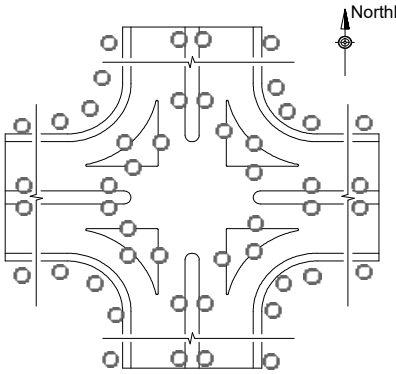
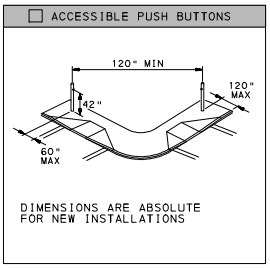
DEPARTMENT OF TRANSPORTATION

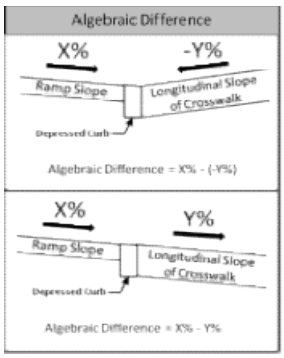
CHAPEL RD & WALLEY AVE, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2024	04	01			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.00	%	1.80	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.4			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		04				
*Curb Ramp Type	Type 4A					
*North Leg	CHAPEL	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	WALLEY	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	CHAPEL	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg	WALLEY	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-CHAPELRd-WALLEYAve-CHAPELRd-WALLEYAve-2024-04-01-4-Type4A			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)			

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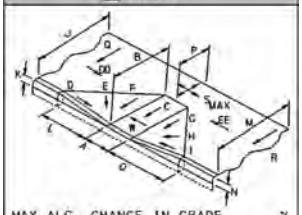
DEPARTMENT OF TRANSPORTATION

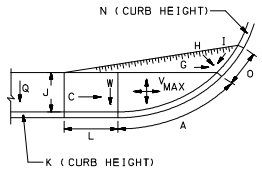
CHAPEL RD & WALLEY AVE, PennDOT Location
ID # 4

☐ TYPE 1



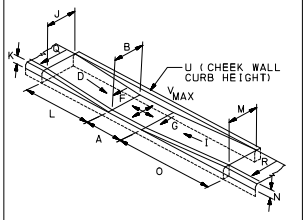
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



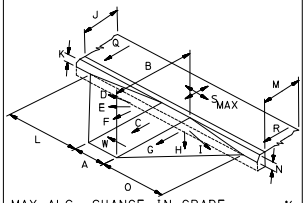
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



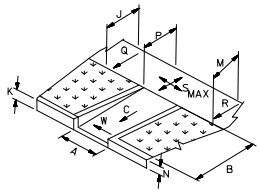
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



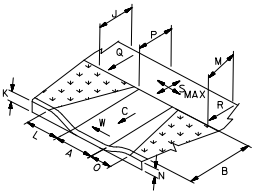
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



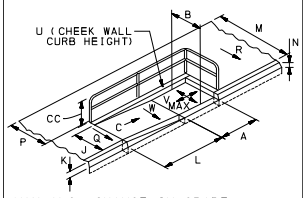
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



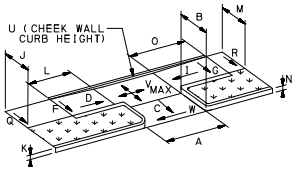
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



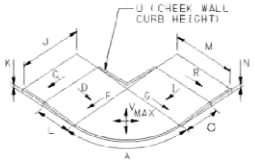
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



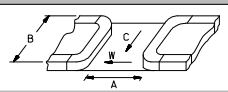
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

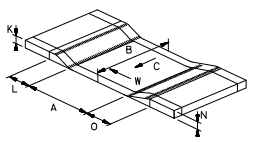
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	43	(IN)
*	C	6.40	(%)
*	D		(%)
	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I		(%)
*	J	48	(IN)
	K	5	(IN)
	L	24	(IN)
*	M	48	(IN)
	N	5	(IN)
	O	22	(IN)
*	P	48	(IN)
*	Q	0.10	(%)
*	R	0.10	(%)
*	S	2.40	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	3.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.70	(%)
*	EE	4.00	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments ▲

C-06-101-60000-CHAPELRd-WALLEYAve-CHAPELRd-WALLEYAve-2024-04-01-4-Type4A

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DEPARTMENT OF TRANSPORTATION

CHAPEL RD & WALLEY AVE, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

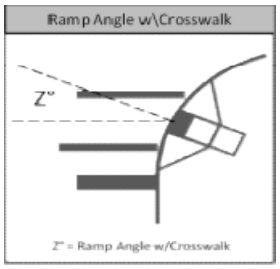
Insert Picture 3

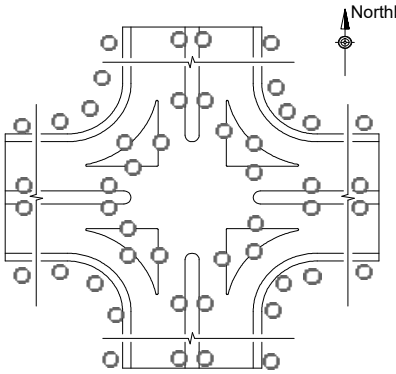
Insert Picture 6

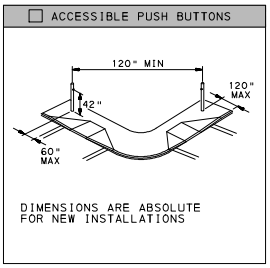
pennsylvania
DEPARTMENT OF TRANSPORTATION

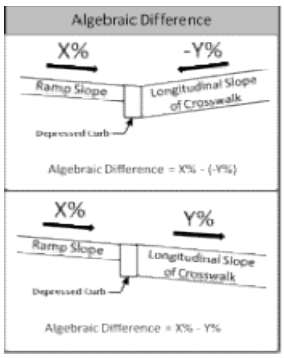
CHAPEL RD & WALLEY AVE, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2024	02	09			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.70	%	1.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	10.3			
Intersection Ramp # of #	1	2				
*Ramp Location (Use Figure Below)	07					
*Curb Ramp Type	Type 4A					
*North Leg	CHAPEL	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	WALLEY	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	CHAPEL	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg	WALLEY	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-CHAPELRd-WALLEYAve-CHAPELRd-WALLEYAve-2024-02-09-7-Type4A					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

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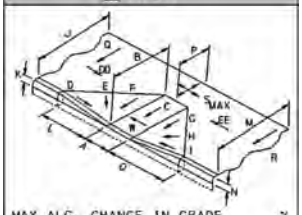
DEPARTMENT OF TRANSPORTATION

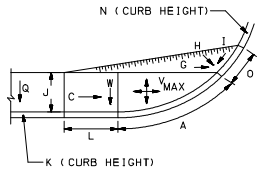
CHAPEL RD & WALLEY AVE, PennDOT Location
ID # 7

☐ TYPE 1



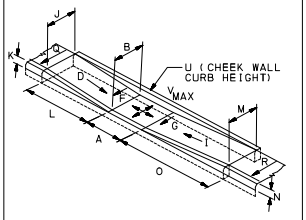
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



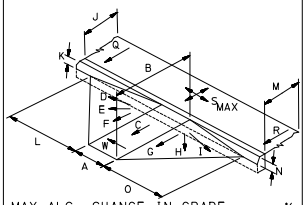
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



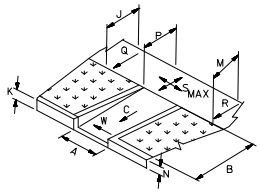
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



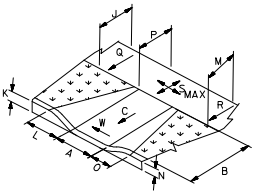
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



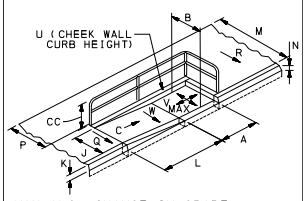
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



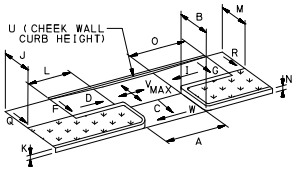
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



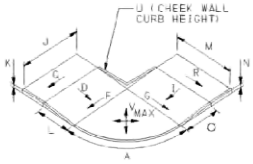
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



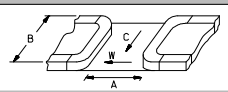
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

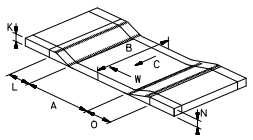
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	34	(IN)	
*	C	6.60	(%)	
*	D		(%)	
	E		(%)	
*	F		(%)	
*	G		(%)	
	H		(%)	
*	I		(%)	
*	J	48	(IN)	
	K	6	(IN)	
	L	24	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	24	(IN)	
*	P	48	(IN)	
*	Q	2.40	(%)	1.75%
*	R	0.50	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no adj stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	6.10	(%)	
*	EE	4.20	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-CHAPELRd-WALLEYAve-CHAPELRd-WALLEYAve-2024-02-09-7-Type4A

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DEPARTMENT OF TRANSPORTATION

CHAPEL RD & WALLEY AVE, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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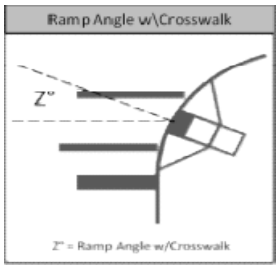
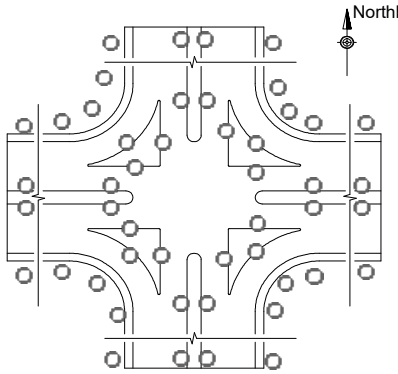
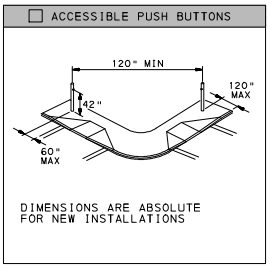
DEPARTMENT OF TRANSPORTATION

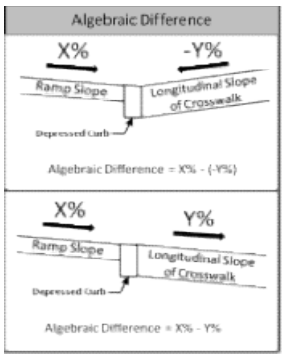
CLARENCE ST & JASPER ST, PennDOT Location
ID # 12

*Date of Design (yyyy mm dd)	2024	06	24			
Designer 1	Robert Greenhill Bowman					
Designer 2	na na					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.90	%	3.50	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.2			
Intersection Ramp # of #	5	8				
*Ramp Location (Use Figure Below)		12				
*Curb Ramp Type	Type 1					
*North Leg	JASPER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	CLARENCE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	JASPER	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	CLARENCE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-JASPERSt-CLARENCESt-JASPERSt-CLARENCESt-2024-06-24-12-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

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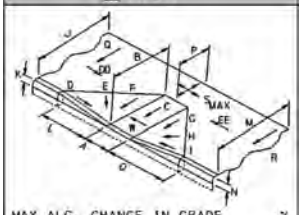
DEPARTMENT OF TRANSPORTATION

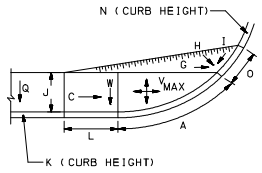
CLARENCE ST & JASPER ST, PennDOT Location
ID # 12

☐ TYPE 1



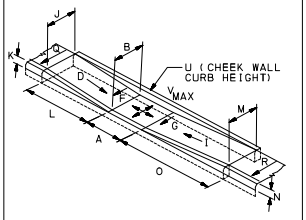
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



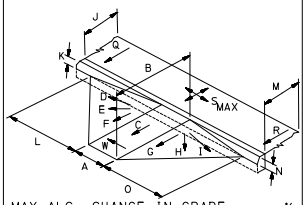
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



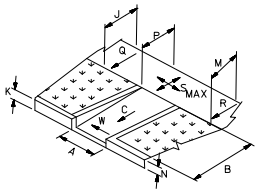
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



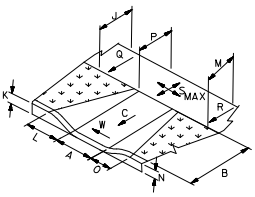
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



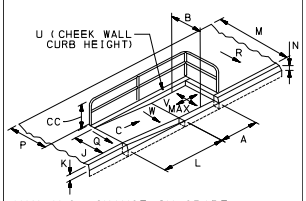
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



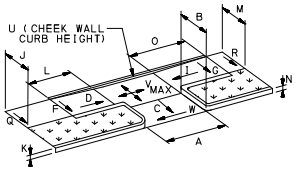
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



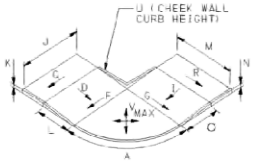
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



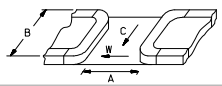
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

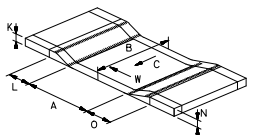
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	48	(IN)	
*	C	5.30	(%)	
*	D	999	(%)	one way sign
	E	999	(%)	one way sign
*	F	999	(%)	one way sign
*	G	4.80	(%)	
	H	4.30	(%)	
*	I	4.40	(%)	
*	J	48	(IN)	
	K	3	(IN)	
	L	33	(IN)	
*	M	48	(IN)	
	N	2	(IN)	
	O	43	(IN)	
*	P	48	(IN)	
*	Q	4.40	(%)	
*	R	0.50	(%)	
*	S	1.10	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	2.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	48	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.80	(%)	
*	EE	2.20	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

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DEPARTMENT OF TRANSPORTATION

CLARENCE ST & JASPER ST, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

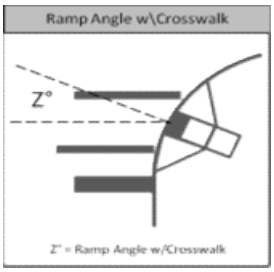
Insert Picture 3

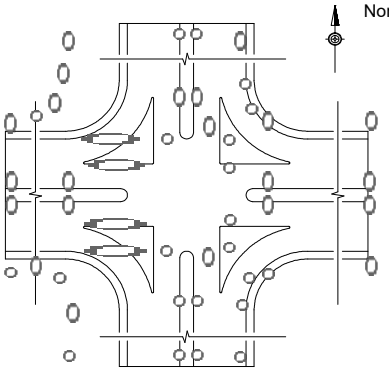
Insert Picture 6

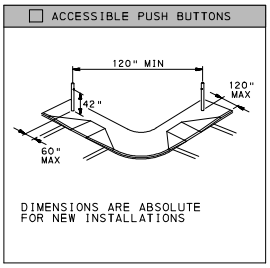
pennsylvania DEPARTMENT OF TRANSPORTATION

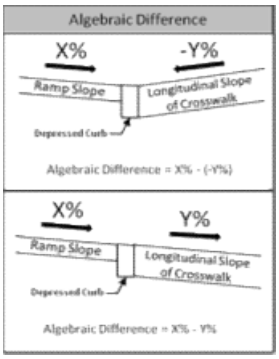
COMLY ST & HORROCKS ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2024	06	24			
Designer 1	Robert Greenhill Bowman					
Designer 2	Alex Long Bowman					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.40	%	2.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	7.7			
Intersection Ramp # of #	1	8				
*Ramp Location (Use Figure Below)	02					
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	COMLY	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	COMLY	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







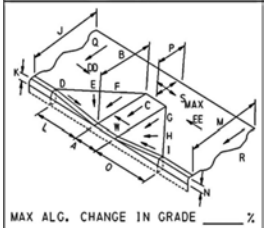


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-HORROCKSSt-COMLYSt-HORROCKSSt-COMLYSt-2024-06-24-2-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)			

pennsylvania DEPARTMENT OF TRANSPORTATION

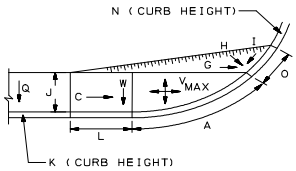
COMLY ST & HORROCKS ST, PennDOT Location
ID # 2

☐ TYPE 1



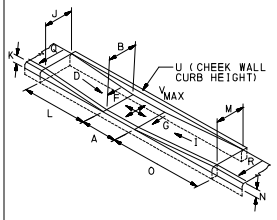
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



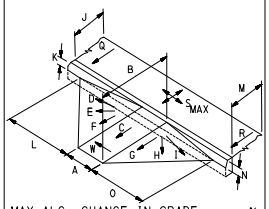
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



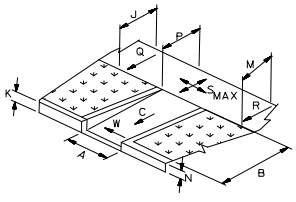
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



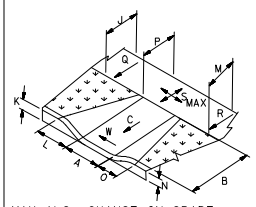
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



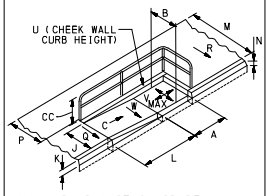
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



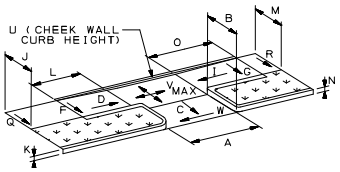
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



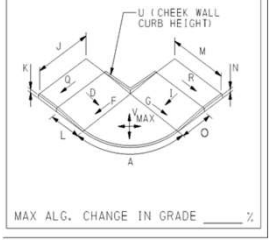
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



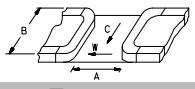
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

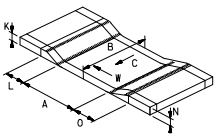
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	26	(IN)	
*	C	4.30	(%)	
*	D	999	(%)	nonwalkable
	E	999	(%)	nonwalkable
*	F	999	(%)	nonwalkable
*	G	3.70	(%)	
	H	5.50	(%)	
*	I	4.80	(%)	
*	J	48	(IN)	
	K	4	(IN)	
	L	23	(IN)	
*	M	48	(IN)	
	N	2	(IN)	
	O	35	(IN)	
*	P	48	(IN)	
*	Q	2.40	(%)	
*	R	2.30	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.60	(%)	
*	X		(IN)	
*	Y	120	(IN)	
*	YY	120	(IN)	
*	Z	48	(IN)	
*	ZZ	48	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	6.30	(%)	
*	EE	2.80	(%)	

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

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DEPARTMENT OF TRANSPORTATION

COMLY ST & HORROCKS ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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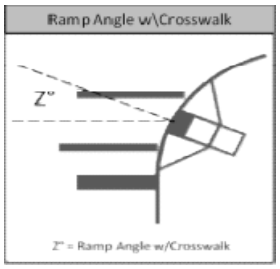
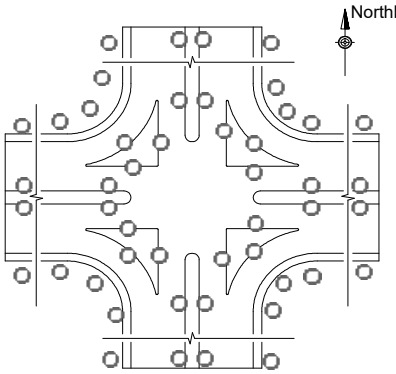
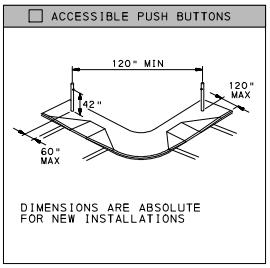
DEPARTMENT OF TRANSPORTATION

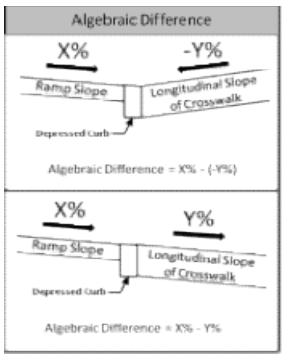
COMLY ST & HORROCKS ST, PennDOT Location
ID # 19

*Date of Design (yyyy mm dd)		2024	06	24		
Designer 1		Robert Greenhill Bowman				
Designer 2		Alex Long Bowman				
*Engineering District Code		06 - District 6-0				
*County Name		Philadelphia				
*County Code (auto)		101				
*Municipality Name		Philadelphia City				
*Municipality Code (auto)		60000				
Construction Phase		Constructed				
Ramp Crosses		Local Road				
Photo Log Number		N/A				
Number of Photos		0				
Ramp Surface		Concrete				
Surface Stable, Firm, and Slip Resistant		YES				
Elevation Differences > 1/4"		NO		(X/16")		
Grate Openings or Gaps > 1/2"		NO		(X/16")		
Utilities in Path of Travel		NO				
Water Ponding in Path of Travel		NO				
Detectable Warning Surface (DWS)		YES				
DWS type		Cast Iron				
Pedestrian Crossing and Type		YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path		YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp		1.80	%	1.50	%	
Turning Maneuver in Street		NO	Ramp Angle with Crosswalk		10	degrees
Turning Maneuver at Top of Ramp (Smax)		YES	Comments:			
ECMS #		Alg Δ Grade (%)	9.1			
Intersection Ramp # of #		8	8			
*Ramp Location (Use Figure Below)			19			
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	COMLY	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	COMLY	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons		N/A		
Sketch Used To Collect Field Information		No		
Asset # (auto)	C-06-101-60000-HORROCKSSt-COMLYSt-HORROCKSSt-COMLYSt-2024-06-24-19-Type1			
Status	Current			
Archive Ramp at location #:		N/A		
Level of Service	Meets RC-67M			

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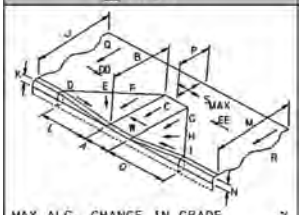
DEPARTMENT OF TRANSPORTATION

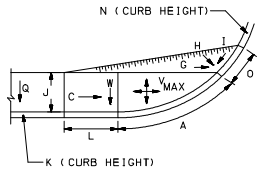
COMLY ST & HORROCKS ST, PennDOT Location
ID # 19

☐ TYPE 1



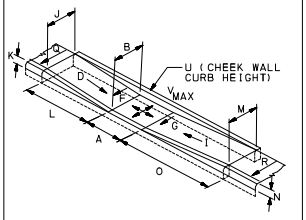
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



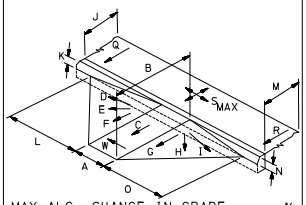
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



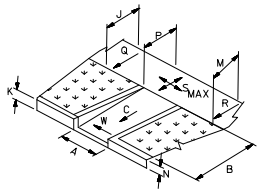
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



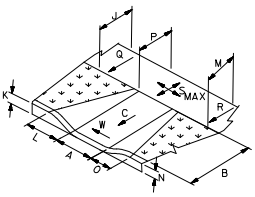
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



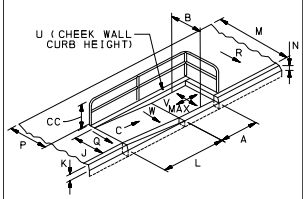
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



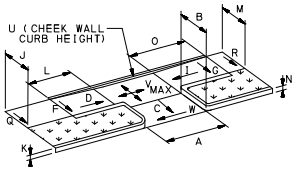
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



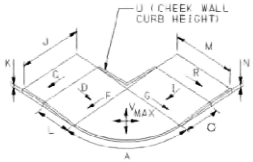
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



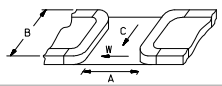
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

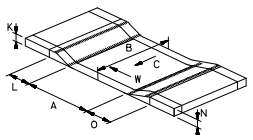
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	26	(IN)
*	C	7.30	(%)
*	D	7.80	(%)
	E	6.20	(%)
*	F	8.20	(%)
*	G	8.30	(%)
	H	9.50	(%)
*	I	8.20	(%)
*	J	48	(IN)
	K	26	(IN)
	L	28	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	2	(IN)
*	P	48	(IN)
*	Q	1.70	(%)
*	R	2.50	(%)
*	S	1.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.20	(%)
*	X		(IN)
*	Y	120	(IN)
*	YY	120	(IN)
*	Z	48	(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	5.40	(%)
*	EE	4.90	(%)

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments ▲

C-06-101-60000-HORROCKSSt-COMLYSt-HORROCKSSt-COMLYSt-2024-06-24-19-Type1

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DEPARTMENT OF TRANSPORTATION

COMLY ST & HORROCKS ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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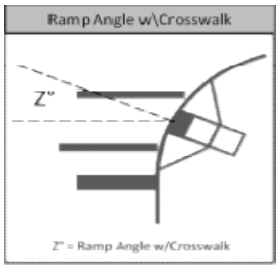
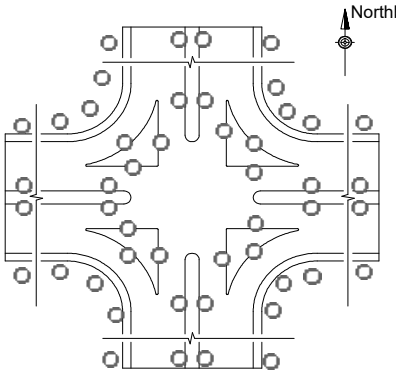
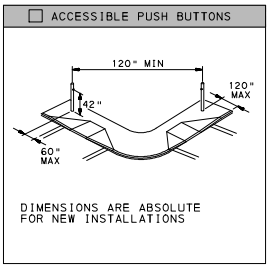
DEPARTMENT OF TRANSPORTATION

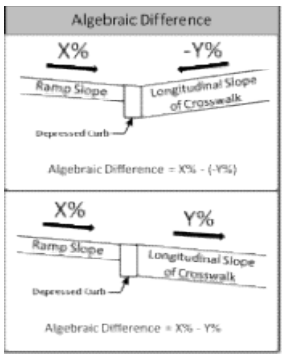
COMLY ST & HASBROOK AVE, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Nathan Bieber McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	7.80	%	0.70	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	12.5			
Intersection Ramp # of #	1	2				
*Ramp Location (Use Figure Below)		09				
*Curb Ramp Type	Type 1					
*North Leg	HASBROOK	(segment)	(offset)			
*North Leg Desc.	Ave					
*East Leg	COMLY	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HASBROOK	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	COMLY	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







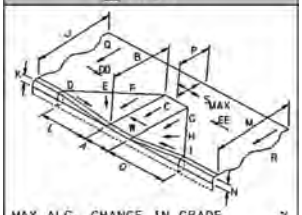


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-HASBROOKAve-COMLYSt-HASBROOKAve-COMLYSt-2024-02-01-9-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

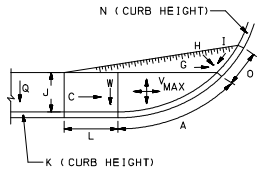
COMLY ST & HASBROOK AVE, PennDOT
Location ID # 9

☐ TYPE 1



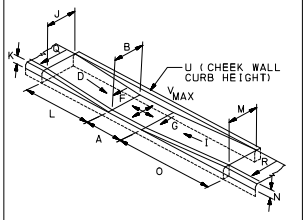
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



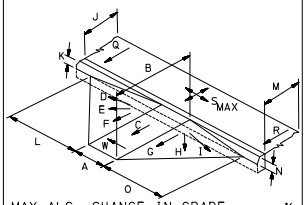
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



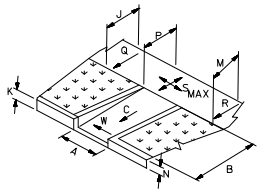
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



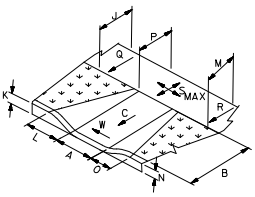
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



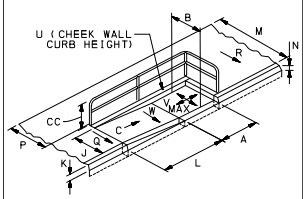
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



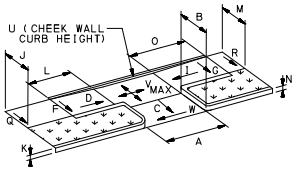
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



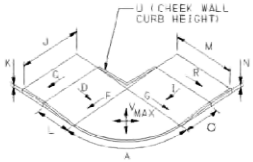
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



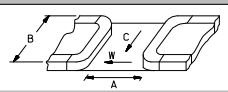
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

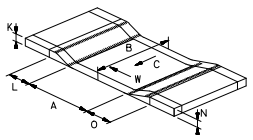
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	51	(IN)	
*	C	4.70	(%)	
*	D	0.40	(%)	
	E	1.00	(%)	
*	F	2.00	(%)	
*	G	999	(%)	rolled flare
	H	999	(%)	PECO pole
*	I	999	(%)	rolled flare
*	J	999	(IN)	no adjacent sidewalk
	K	2	(IN)	
	L	29	(IN)	
*	M	999	(IN)	no adjacent sidewalk
	N	4	(IN)	
	O	26	(IN)	
*	P	48	(IN)	
*	Q	999	(%)	no adjacent sidewalk
*	R	0.70	(%)	
*	S	1.20	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	60	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	999.00	(%)	no adjacent sidewalk
*	EE	6.30	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-HASBROOKAve-COMLYSt-HASBROOKAve-COMLYSt-2024-02-01-9-Type1

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DEPARTMENT OF TRANSPORTATION

COMLY ST & HASBROOK AVE, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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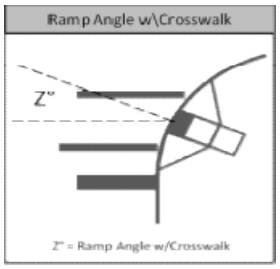
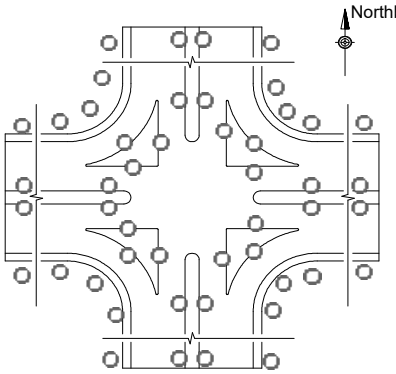
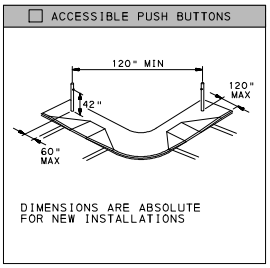
DEPARTMENT OF TRANSPORTATION

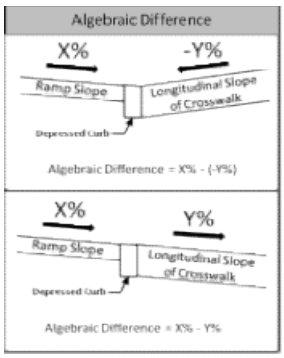
COVERT RD & WOODHAVEN RD, PennDOT
Location ID # 17

*Date of Design (yyyy mm dd)	2024	05	08			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.50	%	1.70	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		15	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	7.2			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 4A					
*North Leg	WOODHAVEN	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	COVERT	(segment)	(offset)			
*East Leg Desc.	Rd					
*South Leg	WOODHAVEN	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg	WOODHAVEN	(segment)	(offset)			
*West Leg Desc.	Rd					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-WOODHAVENRd-COVERTRd-WOODHAVENRd-WOODHAVENRd-2024-05-08-17-Type4A					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

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DEPARTMENT OF TRANSPORTATION

COVERT RD & WOODHAVEN RD, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

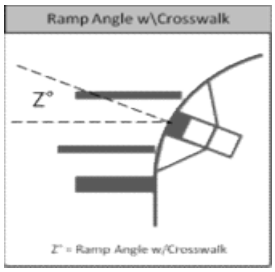
Insert Picture 3

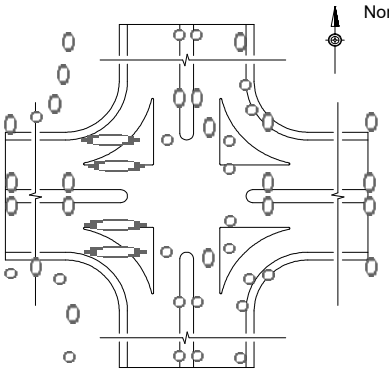
Insert Picture 6

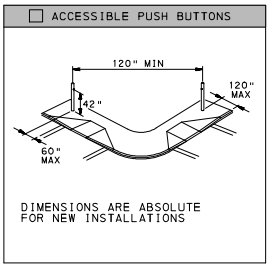
pennsylvania DEPARTMENT OF TRANSPORTATION

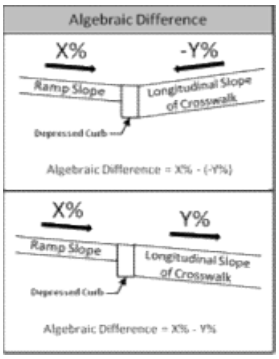
CRESTON ST & SAUL ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2024	06	24			
Designer 1	Robert Greenhill Bowman					
Designer 2	Alex Long Bowman					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	5.50	%	1.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	12.8			
Intersection Ramp # of #	8	8				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	SAUL	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	CRESTON	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	SAUL	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	CRESTON	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







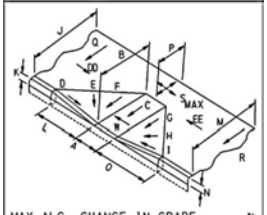


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-SAULSt-CRESTONSt-SAULSt-CRESTONSt-2024-06-24-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

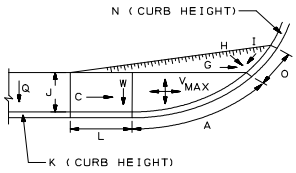
CRESTON ST & SAUL ST, PennDOT Location ID # 19

☐ TYPE 1



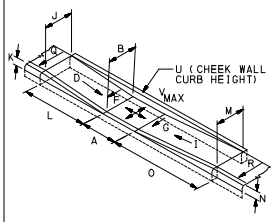
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



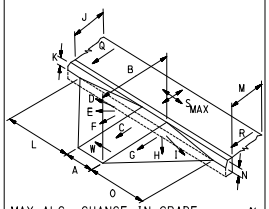
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



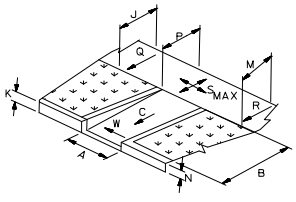
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



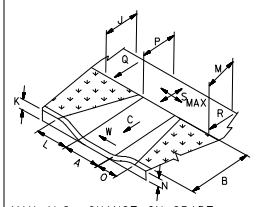
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



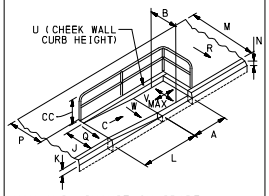
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



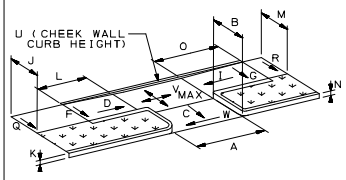
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



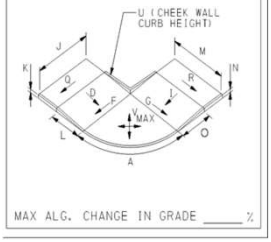
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



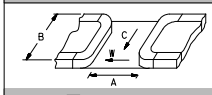
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

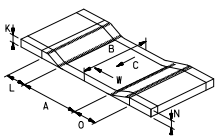
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	36	(IN)
*	C	7.30	(%)
*	D	6.00	(%)
	E	7.90	(%)
*	F	7.40	(%)
*	G	7.30	(%)
	H	9.80	(%)
*	I	8.20	(%)
*	J	48	(IN)
	K	3	(IN)
	L	27	(IN)
*	M	48	(IN)
	N	4	(IN)
	O	50	(IN)
*	P	48	(IN)
*	Q	1.60	(%)
*	R	1.80	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.20	(%)
*	X		(IN)
*	Y	120	(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	4.10	(%)
*	EE	0.40	(%)

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments

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DEPARTMENT OF TRANSPORTATION

CRESTON ST & SAUL ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

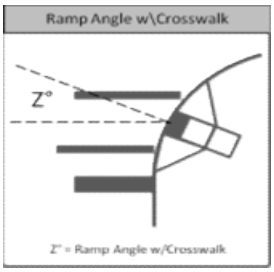
Insert Picture 3

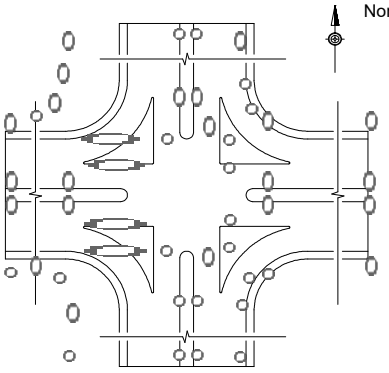
Insert Picture 6

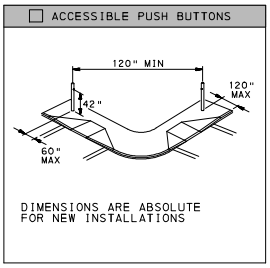
pennsylvania DEPARTMENT OF TRANSPORTATION

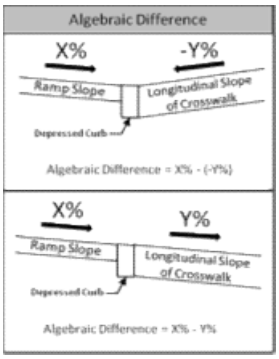
DITMAN ST & LANSING ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2024	02	07			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.40	%	0.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		15	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	3.0			
Intersection Ramp # of #	1	1				
*Ramp Location (Use Figure Below)		12				
*Curb Ramp Type	Type 1					
*North Leg	LANSING	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	DITMAN	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	LANSING	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	DITMAN	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







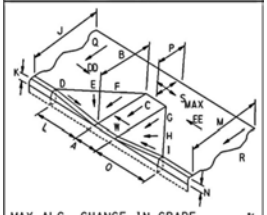


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-LANSINGSt-DITMANSt-LANSINGSt-DITMANSt-2024-02-07-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

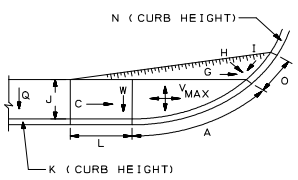
DITMAN ST & LANSING ST, PennDOT Location ID # 12

☐ TYPE 1



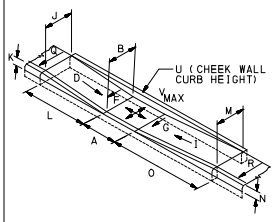
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



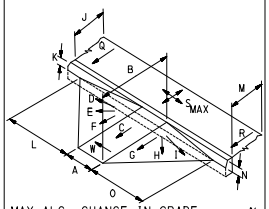
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



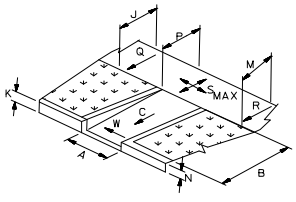
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



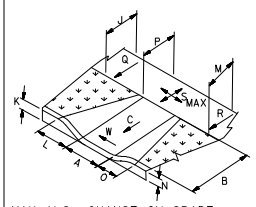
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



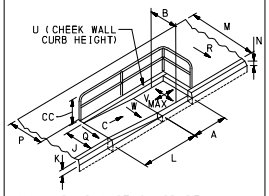
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



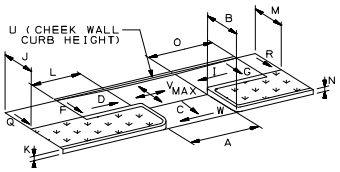
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



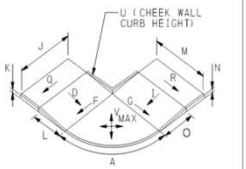
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



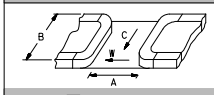
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

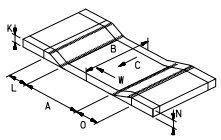
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	24	(IN)	
*	C	2.60	(%)	
*	D	3.30	(%)	
	E	4.60	(%)	
*	F	3.50	(%)	
*	G	0.80	(%)	
	H	4.00	(%)	
*	I	5.70	(%)	
*	J	60	(IN)	
	K	4	(IN)	
	L	34	(IN)	
*	M	87	(IN)	
	N	4	(IN)	
	O	44	(IN)	
*	P	50	(IN)	
*	Q	0.60	(%)	
*	R	2.60	(%)	1.30%
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	60	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.70	(%)	
*	EE	4.20	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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DEPARTMENT OF TRANSPORTATION

DITMAN ST & LANSING ST, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

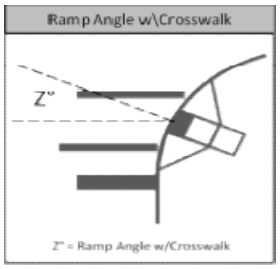
Insert Picture 3

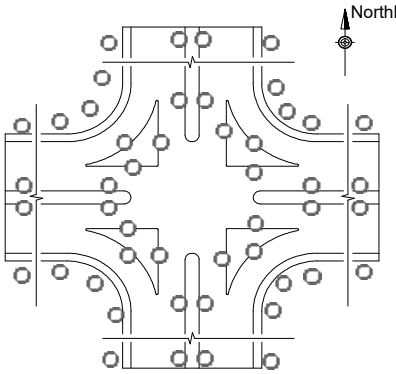
Insert Picture 6

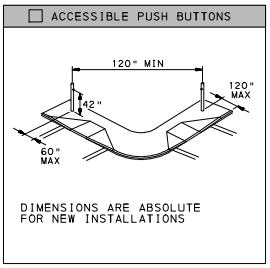
pennsylvania
DEPARTMENT OF TRANSPORTATION

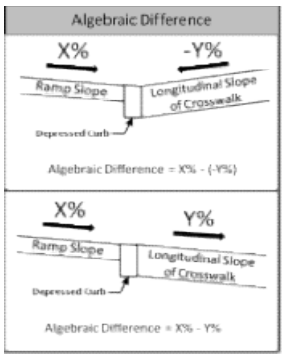
DRUMORE DR & MODENA DR, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2024	02	20			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.10	%	0.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.0			
Intersection Ramp # of #	1	4				
*Ramp Location (Use Figure Below)	07					
*Curb Ramp Type	Type 1					
*North Leg	MODENA	(segment)	(offset)			
*North Leg Desc.	Dr					
*East Leg	PEDRICK	(segment)	(offset)			
*East Leg Desc.	Rd					
*South Leg	DRUMORE	(segment)	(offset)			
*South Leg Desc.	Dr					
*West Leg	MODENA	(segment)	(offset)			
*West Leg Desc.	Other					
Ramp Coordinates	Latitude					
	Longitude					







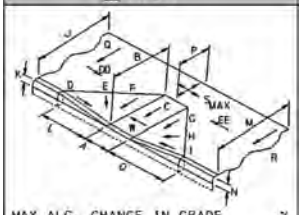


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES	
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-MODENADr-PEDRICKRd-DRUMOREDr-MODENAOther-2024-02-20-7-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

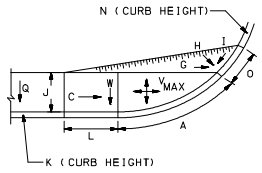
DRUMORE DR & MODENA DR, PennDOT
Location ID # 7

☐ TYPE 1



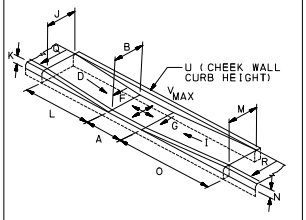
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



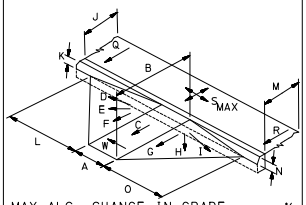
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



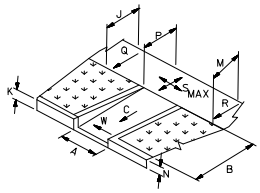
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



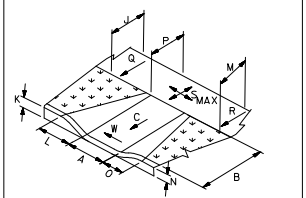
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



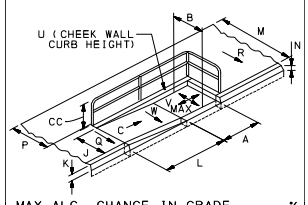
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



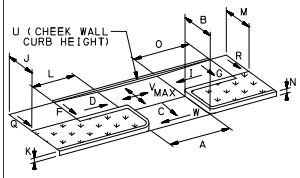
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



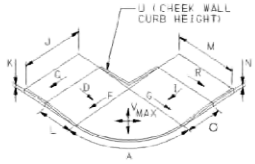
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



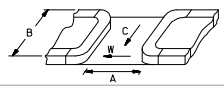
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

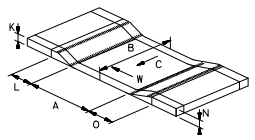
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	26	(IN)	
*	C	5.90	(%)	
*	D	999	(%)	rolled flare
	E	999	(%)	rolled flare
*	F	999	(%)	rolled flare
*	G	6.20	(%)	
	H	8.00	(%)	
*	I	7.80	(%)	
*	J	60	(IN)	
	K	2	(IN)	
	L	25	(IN)	
*	M	60	(IN)	
	N	3	(IN)	
	O	60	(IN)	
*	P	48	(IN)	
*	Q	2.50	(%)	
*	R	1.00	(%)	
*	S	1.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.20	(%)	
*	EE	5.90	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-MODENADr-PEDRICKRd-DRUMOREDr-MODENAOther-2024-02-20-7-Type1

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DEPARTMENT OF TRANSPORTATION

DRUMORE DR & MODENA DR, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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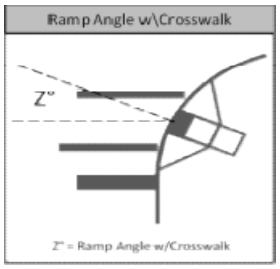
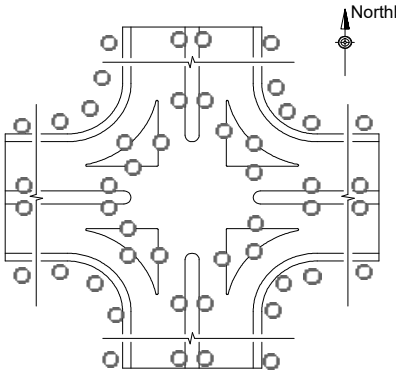
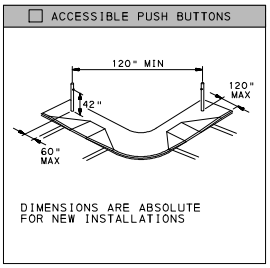
DEPARTMENT OF TRANSPORTATION

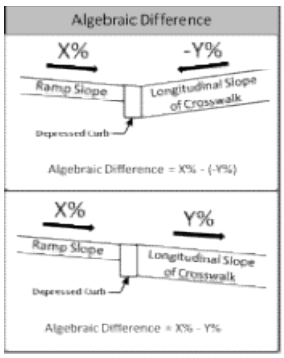
DRUMORE DR & MODENA DR, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2024	02	20			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.10	%	1.60	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	6.7			
Intersection Ramp # of #		2	4			
*Ramp Location (Use Figure Below)			09			
*Curb Ramp Type	Type 1					
*North Leg	MODENA	(segment)	(offset)			
*North Leg Desc.	Dr					
*East Leg	PEDRICK	(segment)	(offset)			
*East Leg Desc.	Rd					
*South Leg	DRUMORE	(segment)	(offset)			
*South Leg Desc.	Dr					
*West Leg	MODENA	(segment)	(offset)			
*West Leg Desc.	Other					
Ramp Coordinates	Latitude					
	Longitude					







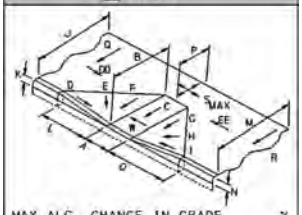


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-MODENADr-PEDRICKRd-DRUMOREDr-MODENAOther-2024-02-20-9-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

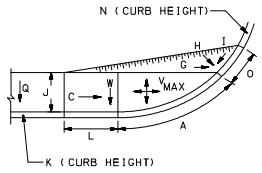
DRUMORE DR & MODENA DR, PennDOT
Location ID # 9

☐ TYPE 1



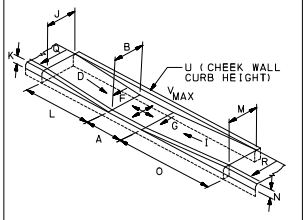
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



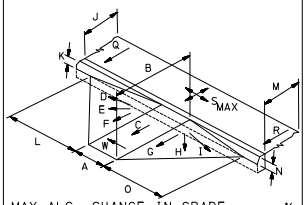
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



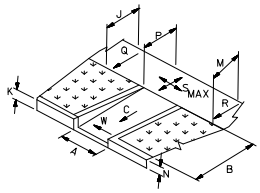
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



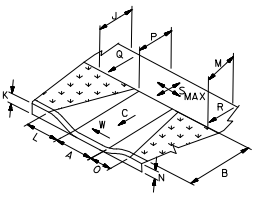
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



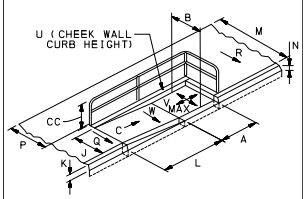
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



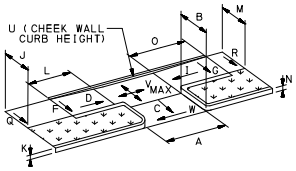
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



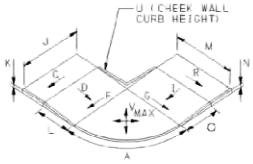
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



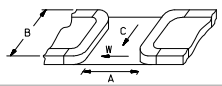
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

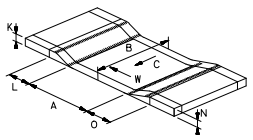
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	32	(IN)	
*	C	4.60	(%)	
*	D	6.80	(%)	
	E	6.20	(%)	
*	F	5.30	(%)	
*	G	999	(%)	rolled flare
	H	999	(%)	rolled flare
*	I	999	(%)	rolled flare
*	J	60	(IN)	
	K	3	(IN)	
	L	43	(IN)	
*	M	60	(IN)	
	N	3	(IN)	
	O	24	(IN)	
*	P	48	(IN)	
*	Q	2.90	(%)	
*	R	1.80	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	2.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	72	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.60	(%)	
*	EE	4.20	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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DEPARTMENT OF TRANSPORTATION

DRUMORE DR & MODENA DR, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

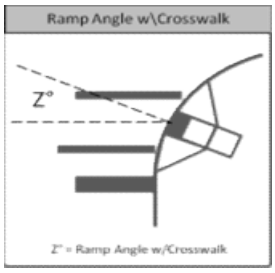
Insert Picture 6

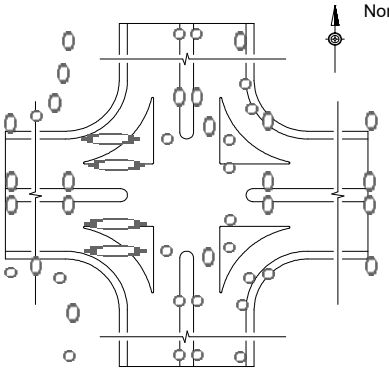
pennsylvania DEPARTMENT OF TRANSPORTATION

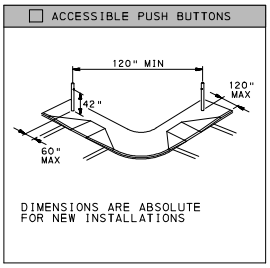
DRUMORE DR & MODENA DR, PennDOT Location
ID # 12

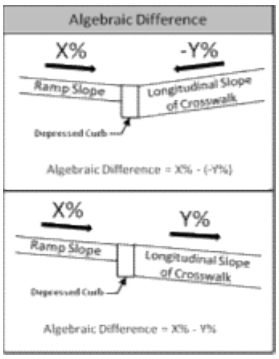
*Date of Design (yyyy mm dd)	2024	02	20			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.40	%	1.50	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.7			
Intersection Ramp # of #	3	4				
*Ramp Location (Use Figure Below)		12				
*Curb Ramp Type	Type 1					

*North Leg	MODENA	(segment)	(offset)
*North Leg Desc.	Dr		
*East Leg	DRUMORE	(segment)	(offset)
*East Leg Desc.	Dr		
*South Leg	MODENA	(segment)	(offset)
*South Leg Desc.	Dr		
*West Leg	DRUMORE	(segment)	(offset)
*West Leg Desc.	Dr		
Ramp Coordinates	Latitude		
	Longitude		







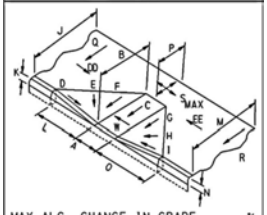


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-MODENADr-DRUMOREDr-MODENADr-DRUMOREDr-2024-02-20-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

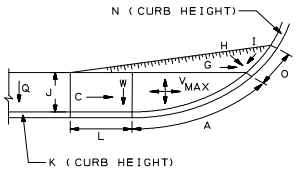
DRUMORE DR & MODENA DR, PennDOT
Location ID # 12

☐ TYPE 1



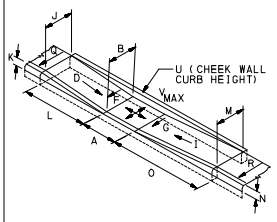
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



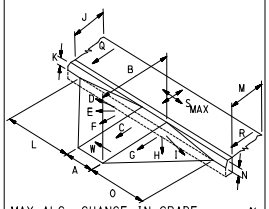
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



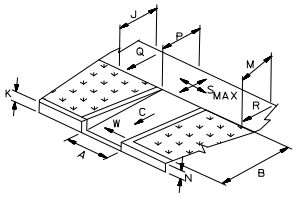
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



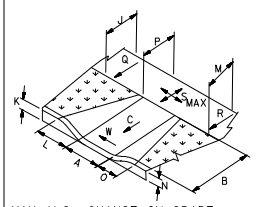
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



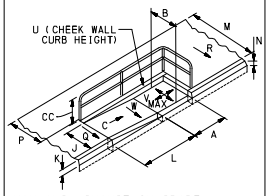
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



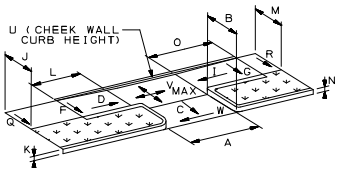
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



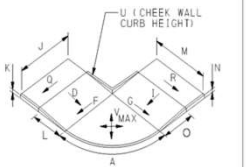
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



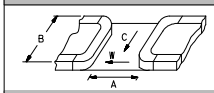
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

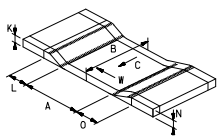
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	33	(IN)	
*	C	7.30	(%)	
*	D	999	(%)	rolled flare
	E	999	(%)	rolled flare
*	F	999	(%)	rolled
*	G	7.60	(%)	
	H	7.20	(%)	
*	I	8.50	(%)	
*	J	50	(IN)	
	K	4	(IN)	
	L	24	(IN)	
*	M	50	(IN)	
	N	3	(IN)	
	O	42	(IN)	
*	P	48	(IN)	
*	Q	0.40	(%)	
*	R	1.20	(%)	
*	S	1.60	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.80	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.60	(%)	
*	EE	3.40	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-MODENADr-DRUMOREDr-MODENADr-DRUMOREDr-2024-02-20-12-Type1

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DEPARTMENT OF TRANSPORTATION

DRUMORE DR & MODENA DR, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

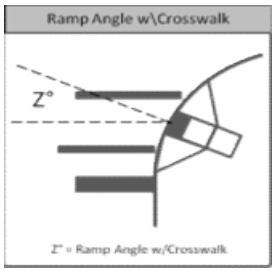
Insert Picture 3

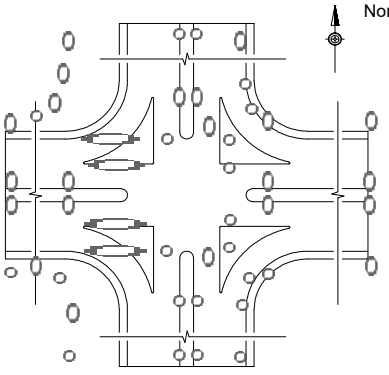
Insert Picture 6

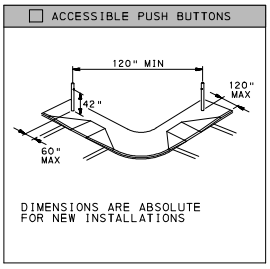
pennsylvania DEPARTMENT OF TRANSPORTATION

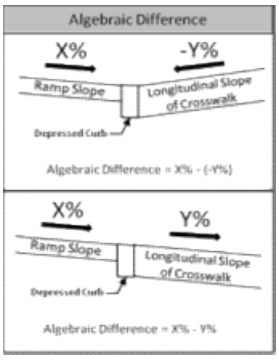
DRUMORE DR & MODENA DR, PennDOT Location
ID # 14

*Date of Design (yyyy mm dd)	2024	02	20			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.90	%	2.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	6.2			
Intersection Ramp # of #	4	4				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					
*North Leg	MODENA	(segment)	(offset)			
*North Leg Desc.	Dr					
*East Leg	DRUMORE	(segment)	(offset)			
*East Leg Desc.	Dr					
*South Leg	MODENA	(segment)	(offset)			
*South Leg Desc.	Dr					
*West Leg	DRUMORE	(segment)	(offset)			
*West Leg Desc.	Dr					
Ramp Coordinates	Latitude					
	Longitude					







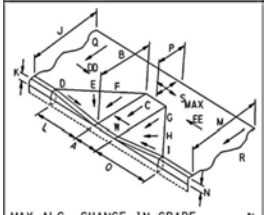


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-MODENADr-DRUMOREDr-MODENADr-DRUMOREDr-2024-02-20-14-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

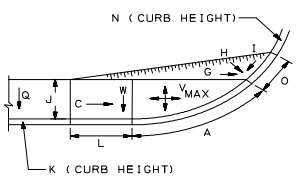
DRUMORE DR & MODENA DR, PennDOT
Location ID # 14

☐ TYPE 1



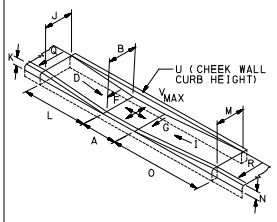
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



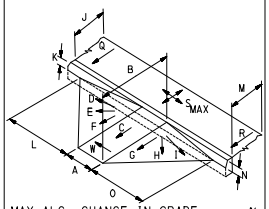
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



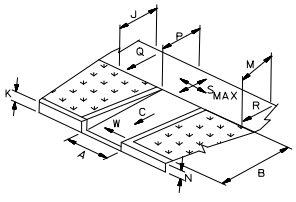
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



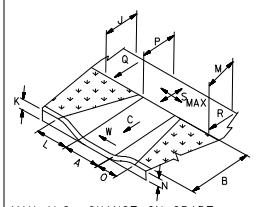
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



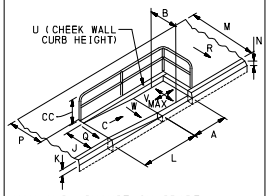
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



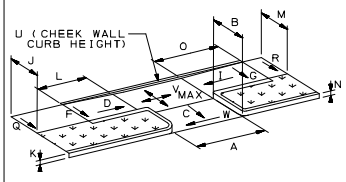
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



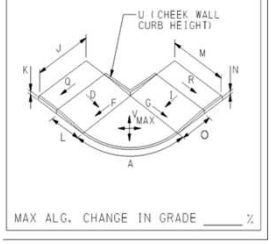
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



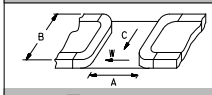
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

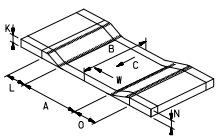
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	28	(IN)	
*	C	5.30	(%)	
*	D	7.50	(%)	
	E	5.30	(%)	
*	F	5.90	(%)	
*	G	999	(%)	rolled
	H	999	(%)	rolled
*	I	999	(%)	rolled
*	J	50	(IN)	
	K	3	(IN)	
	L	32	(IN)	
*	M	50	(IN)	
	N	3	(IN)	
	O	24	(IN)	
*	P	48	(IN)	
*	Q	0.40	(%)	
*	R	1.20	(%)	
*	S	1.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	72	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.60	(%)	
*	EE	3.40	(%)	

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

C-06-101-60000-MODENADr-DRUMOREDr-MODENADr-DRUMOREDr-2024-02-20-14-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

DRUMORE DR & MODENA DR, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

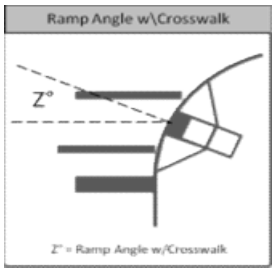
Insert Picture 3

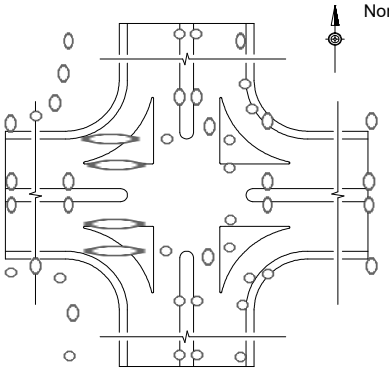
Insert Picture 6

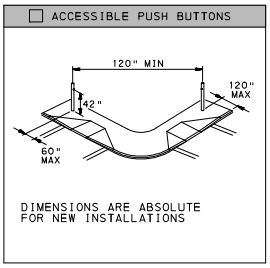
pennsylvania DEPARTMENT OF TRANSPORTATION

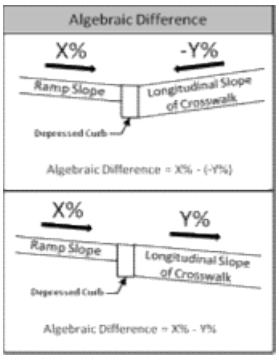
E AIRDRIE ST & L ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Nazir Vasquez McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	0.00	%	0.90	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	8.0		
Intersection Ramp # of #	1	1			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				
*North Leg	L	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	E AIRDRIE	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	L	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	E AIRDRIE	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







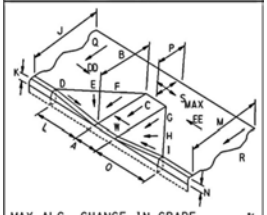


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-LSt-EAIRDRIESt-LSt-EAIRDRIESt-2024-02-01-9-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

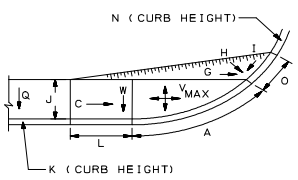
E AIRDRIE ST & L ST, PennDOT Location ID # 9

☐ TYPE 1



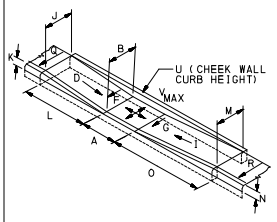
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



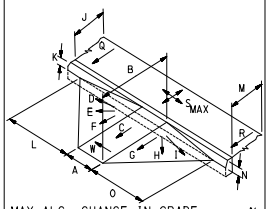
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



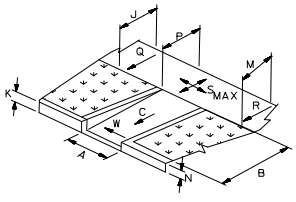
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



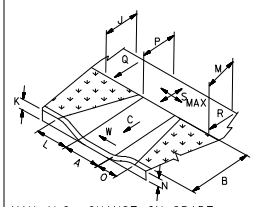
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



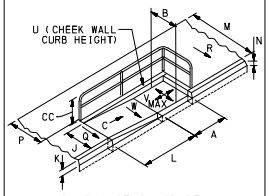
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



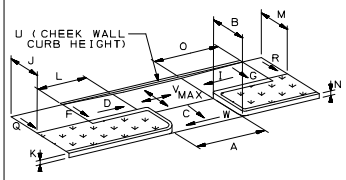
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



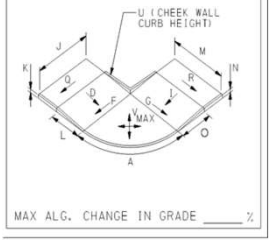
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



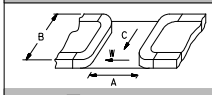
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

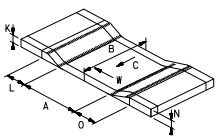
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	49	(IN)	
*	C	8.00	(%)	
*	D	8.20	(%)	
	E	10.50	(%)	
*	F	7.80	(%)	
*	G	6.90	(%)	
	H	8.10	(%)	
*	I	9.00	(%)	
*	J	192	(IN)	
	K	4	(IN)	
	L	56	(IN)	
*	M	122	(IN)	
	N	4	(IN)	
	O	41	(IN)	
*	P	48	(IN)	
*	Q	2.30	(%)	
*	R	2.30	(%)	
*	S	1.60	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	114	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no adjacent stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.00	(%)	
*	EE	0.40	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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DEPARTMENT OF TRANSPORTATION

E AIRDRIE ST & L ST, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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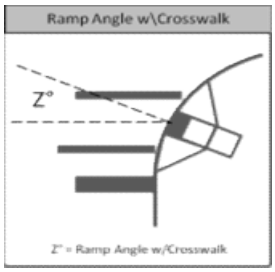
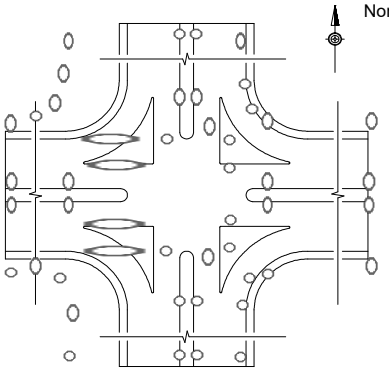
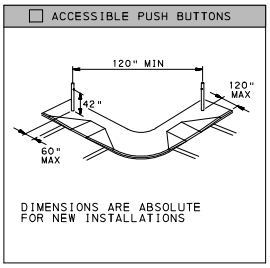
E AIRDRIE ST & M ST, PennDOT Location ID # 2

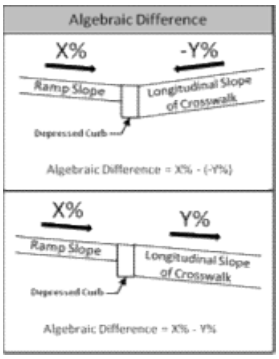
*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.10	%	1.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.0			
Intersection Ramp # of #	1	1				
*Ramp Location (Use Figure Below)		02				
*Curb Ramp Type	Type 1					

*North Leg	M	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	E AIRDRIE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	M	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	E AIRDRIE	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-MSt-EAIRDRIESt-MSt-EAIRDRIESt-2024-02-01-2-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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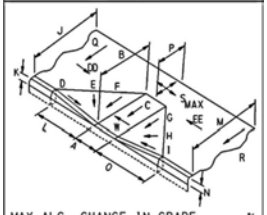
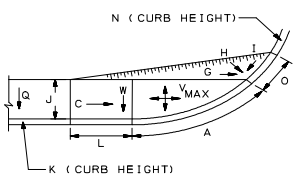
E AIRDRIE ST & M ST, PennDOT Location ID # 2

☐ TYPE 1



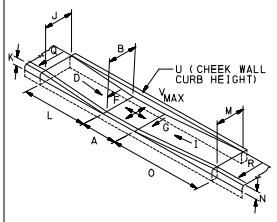
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



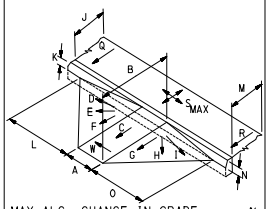
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



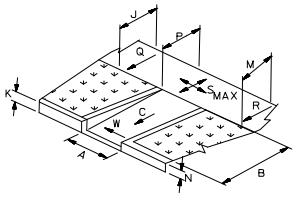
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



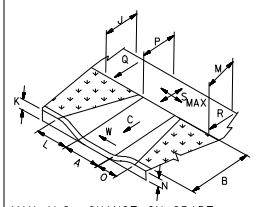
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



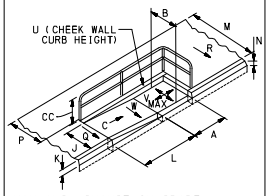
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



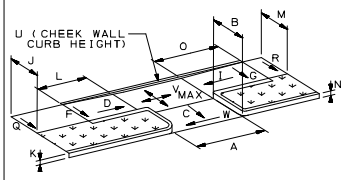
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



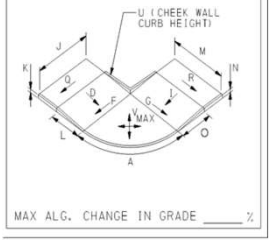
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



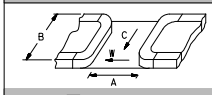
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

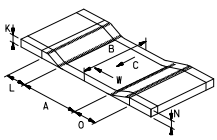
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	7.80	(%)
*	D	8.30	(%)
	E	7.90	(%)
*	F	6.50	(%)
*	G	8.20	(%)
	H	10.90	(%)
*	I	9.70	(%)
*	J	118	(IN)
	K	3	(IN)
	L	33	(IN)
*	M	90	(IN)
	N	4	(IN)
	O	36	(IN)
*	P	48	(IN)
*	Q	4.80	(%)
*	R	2.20	(%)
*	S	1.40	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.50	(%)
*	X		(IN)
*	Y		(IN)
*	YY	114	(IN)
*	Z		(IN)
*	ZZ	56	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.70	(%)
*	EE	2.80	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments

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DEPARTMENT OF TRANSPORTATION

E AIRDRIE ST & M ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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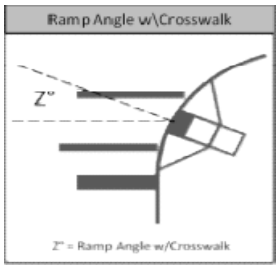
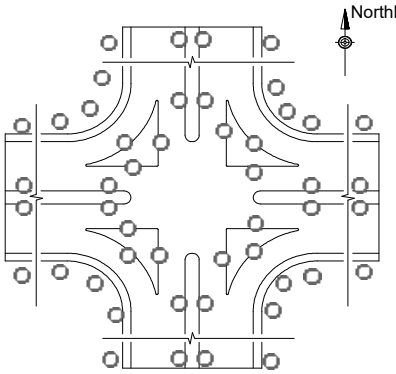
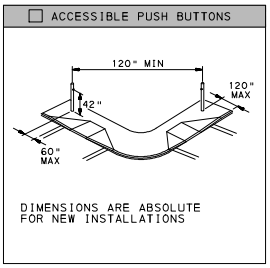
DEPARTMENT OF TRANSPORTATION

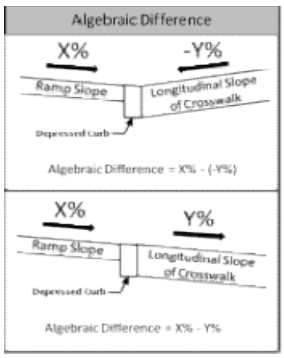
E ATLANTIC ST & JASPER ST, PennDOT Location
ID # 12

*Date of Design (yyyy mm dd)	2024	06	24			
Designer 1	Robert Greenhill Bowman					
Designer 2	na na					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	5.30	%	1.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	12.3			
Intersection Ramp # of #	5	8				
*Ramp Location (Use Figure Below)		12				
*Curb Ramp Type	Type 1					
*North Leg	JASPER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E ATLANTIC	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	JASPER	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E ATLANTIC	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







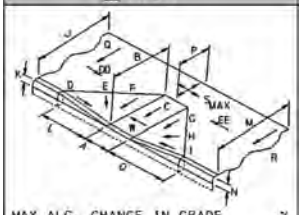


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-JASPERSt-EATLANTICSt-JASPERSt-EATLANTICSt-2024-06-24-12-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania
DEPARTMENT OF TRANSPORTATION

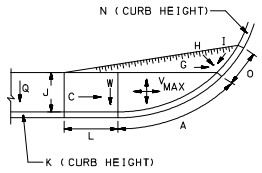
E ATLANTIC ST & JASPER ST, PennDOT Location
ID # 12

☐ TYPE 1



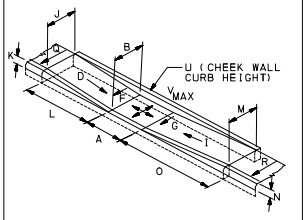
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



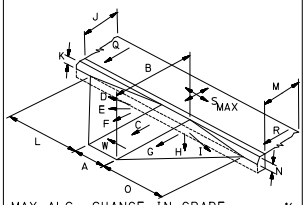
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



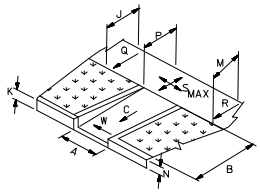
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



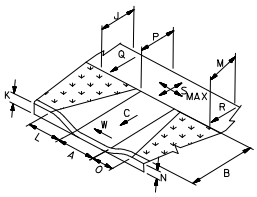
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



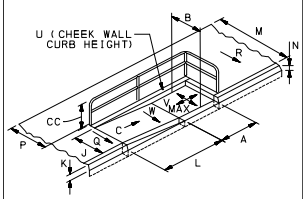
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



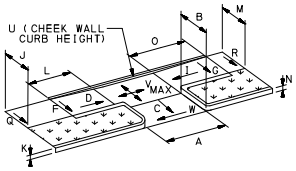
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



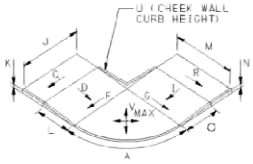
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



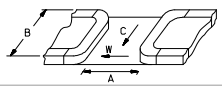
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

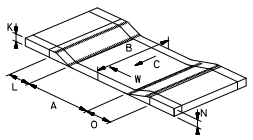
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	7.00	(%)
*	D	6.70	(%)
	E	7.50	(%)
*	F	6.60	(%)
*	G	7.90	(%)
	H	7.90	(%)
*	I	4.60	(%)
*	J	48	(IN)
	K	3	(IN)
	L	31	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	38	(IN)
*	P	48	(IN)
*	Q	1.20	(%)
*	R	2.30	(%)
*	S	1.10	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.10	(%)
*	EE	3.90	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

pennsylvania
DEPARTMENT OF TRANSPORTATION

E ATLANTIC ST & JASPER ST, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

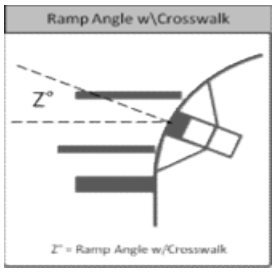
Insert Picture 6

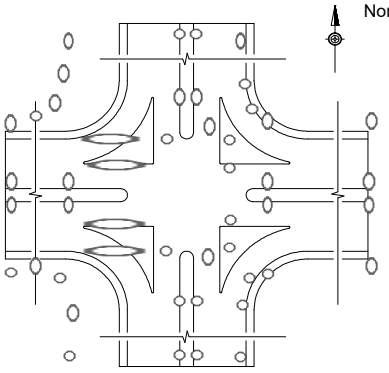
pennsylvania DEPARTMENT OF TRANSPORTATION

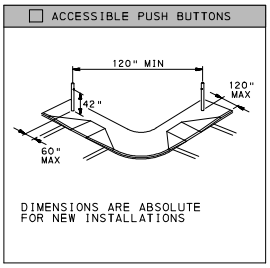
E CAREY ST & L ST, PennDOT Location ID # 9

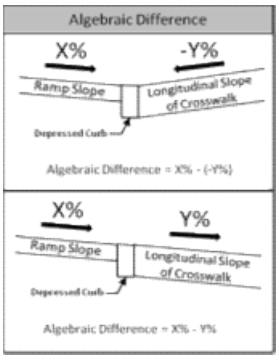
*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Nazir Vasquez McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.70	%	1.80	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	10.5		
Intersection Ramp # of #	1	2			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				

*North Leg	L	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	E CAREY	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	L	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	E CAREY	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







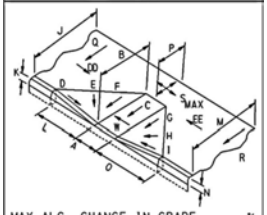


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-LSt-ECAREYSt-LSt-ECAREYSt-2024-02-01-9-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

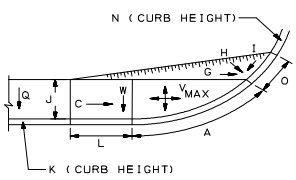
E CAREY ST & L ST, PennDOT Location ID # 9

☐ TYPE 1



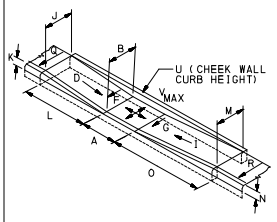
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



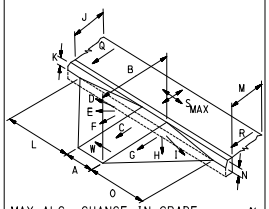
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



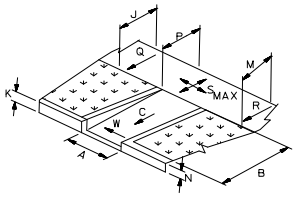
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



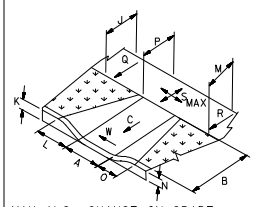
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



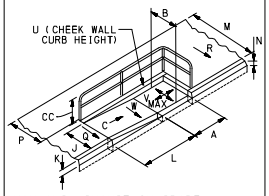
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



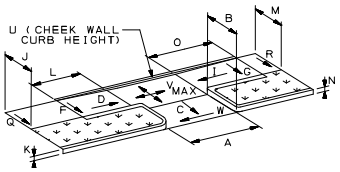
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



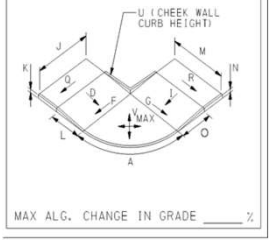
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



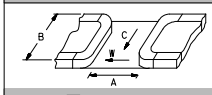
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

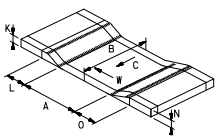
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	71	(IN)
*	C	7.80	(%)
*	D	8.90	(%)
	E	4.70	(%)
*	F	8.00	(%)
*	G	7.20	(%)
	H	10.60	(%)
*	I	7.90	(%)
*	J	68	(IN)
	K	3	(IN)
	L	56	(IN)
*	M	126	(IN)
	N	4	(IN)
	O	42	(IN)
*	P	48	(IN)
*	Q	1.10	(%)
*	R	5.50	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	116	(IN)
*	Z		(IN)
*	ZZ	55	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	4.40	(%)
*	EE	2.60	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments

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DEPARTMENT OF TRANSPORTATION

E CAREY ST & L ST, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

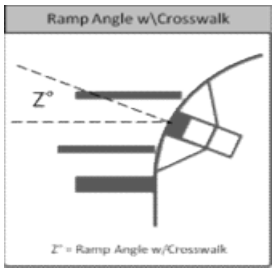
Insert Picture 6

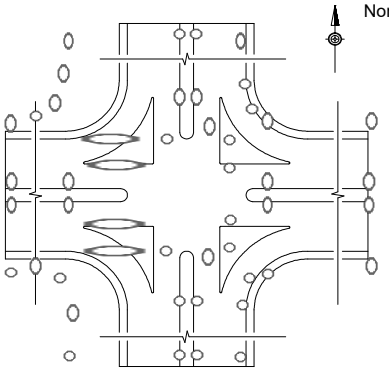
pennsylvania DEPARTMENT OF TRANSPORTATION

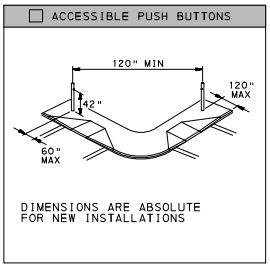
E CAREY ST & L ST, PennDOT Location ID # 12

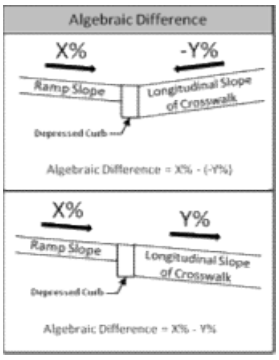
*Date of Design (yyyy mm dd)	2024	02	01	
Designer 1	Nazir Vasquez McMahon, a Bowman Company			
Designer 2	Alex Long McMahon, a Bowman Company			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	1			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Grate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type	Cast Iron			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.00	%	1.70	%
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:		
ECMS #		Alg Δ Grade (%)	7.1	
Intersection Ramp # of #	2	2		
*Ramp Location (Use Figure Below)		12		
*Curb Ramp Type	Type 1			

*North Leg	L	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	E CAREY	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	L	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	E CAREY	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







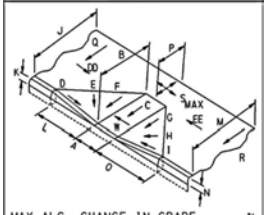


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-LSt-ECAREYSt-LSt-ECAREYSt-2024-02-01-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

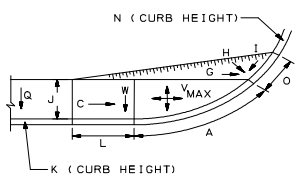
E CAREY ST & L ST, PennDOT Location ID # 12

☐ TYPE 1



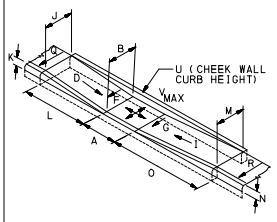
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



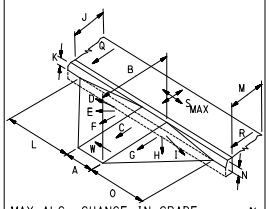
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



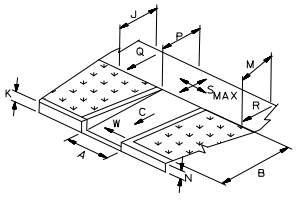
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



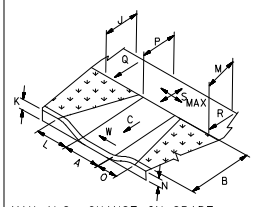
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



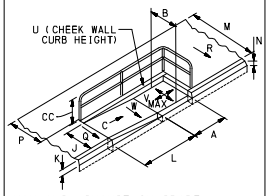
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



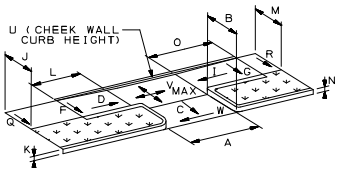
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



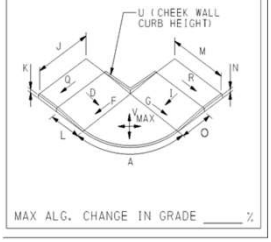
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



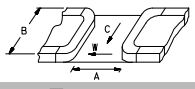
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

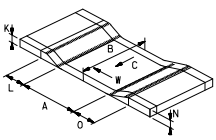
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	6.10	(%)
*	D	8.60	(%)
	E	7.70	(%)
*	F	6.40	(%)
*	G	5.50	(%)
	H	8.20	(%)
*	I	7.90	(%)
*	J	97	(IN)
	K	4	(IN)
	L	47	(IN)
*	M	156	(IN)
	N	4	(IN)
	O	58	(IN)
*	P	48	(IN)
*	Q	1.70	(%)
*	R	1.00	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.10	(%)
*	X		(IN)
*	Y		(IN)
*	YY	116	(IN)
*	Z		(IN)
*	ZZ	55	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.50	(%)
*	EE	1.60	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments

pennsylvania
DEPARTMENT OF TRANSPORTATION

E CAREY ST & L ST, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

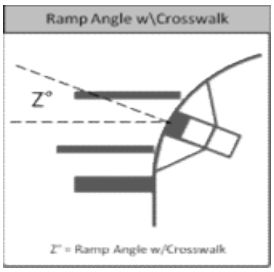
Insert Picture 3

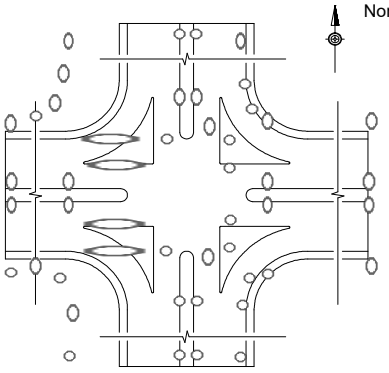
Insert Picture 6

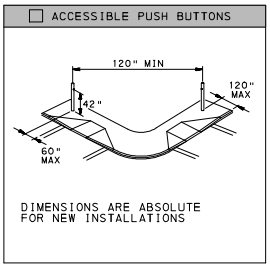
pennsylvania DEPARTMENT OF TRANSPORTATION

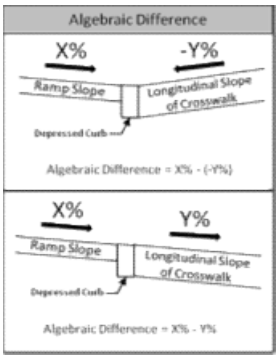
E CAYUGA ST & I ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Nathan Bieber McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	1.30	%	2.10	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	6.2		
Intersection Ramp # of #	1	2			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				
*North Leg	I	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	E CAYUGA	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	I	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	E CAYUGA	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







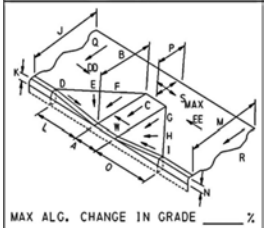


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-ISt-ECAYUGASt-ISt-ECAYUGASt-2024-02-01-2-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania DEPARTMENT OF TRANSPORTATION

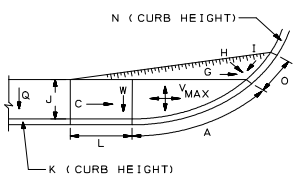
E CAYUGA ST & I ST, PennDOT Location ID # 2

☐ TYPE 1



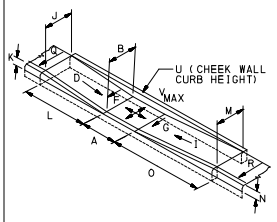
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



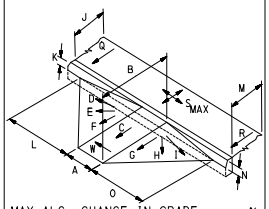
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



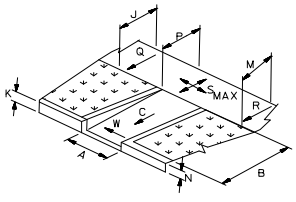
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



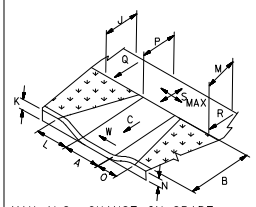
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



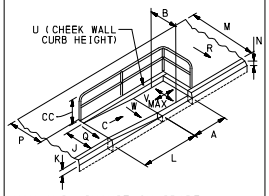
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



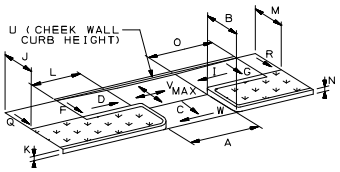
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



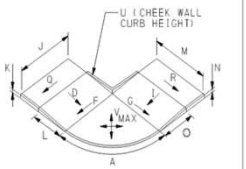
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



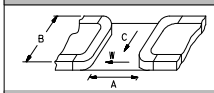
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

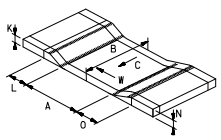
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN

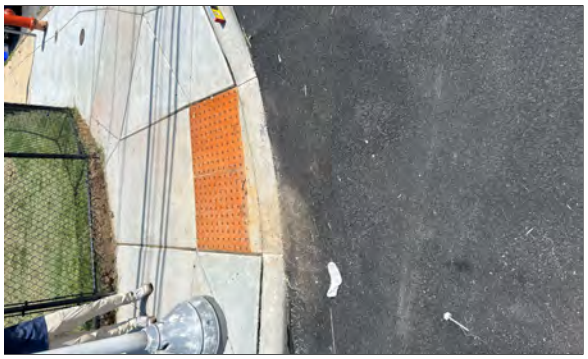


	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	28	(IN)	
*	C	4.90	(%)	
*	D	999	(%)	signal pole
	E	999	(%)	signal pole
*	F	999	(%)	signal pole
*	G	3.90	(%)	
	H	5.30	(%)	
*	I	8.30	(%)	
*	J	61	(IN)	
	K	5	(IN)	
	L	39	(IN)	
*	M	85	(IN)	
	N	3	(IN)	
	O	38	(IN)	
*	P	48	(IN)	
*	Q	1.90	(%)	
*	R	3.80	(%)	
*	S	1.30	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.90	(%)	
*	EE	1.50	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

E CAYUGA ST & I ST, PennDOT Location ID # 2



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

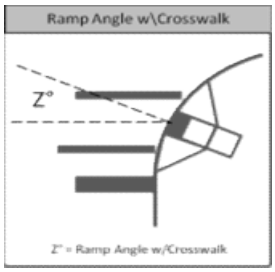
Insert Picture 6

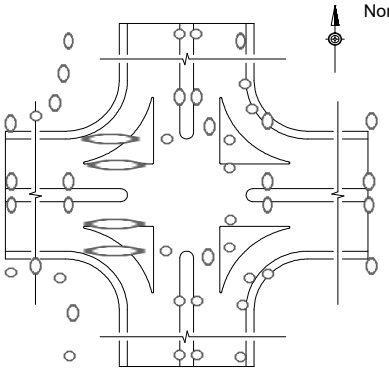
pennsylvania DEPARTMENT OF TRANSPORTATION

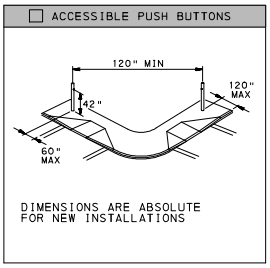
E CAYUGA ST & I ST, PennDOT Location ID # 4

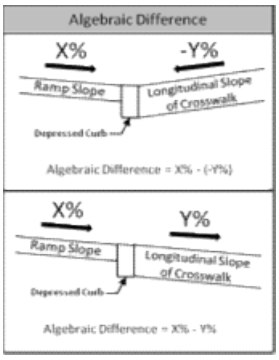
*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Nathan Bieber McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	2.90	%	3.60	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		15	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	10.6		
Intersection Ramp # of #	2	2			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				

*North Leg	I	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	E CAYUGA	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	I	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	E CAYUGA	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







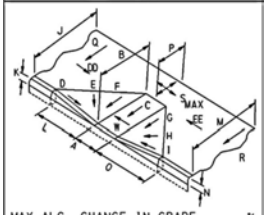


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-ISt-ECAYUGASt-ISt-ECAYUGASt-2024-02-01-4-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

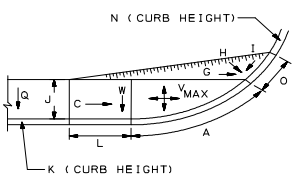
E CAYUGA ST & I ST, PennDOT Location ID # 4

☐ TYPE 1



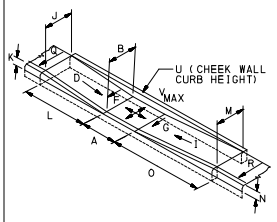
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



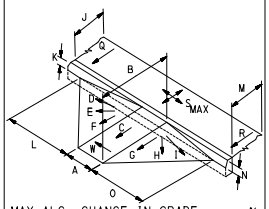
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



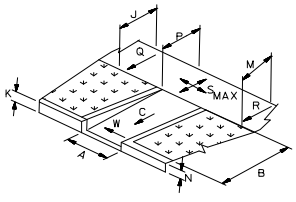
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



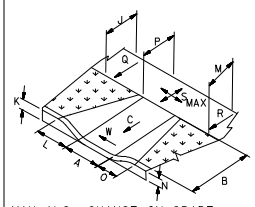
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



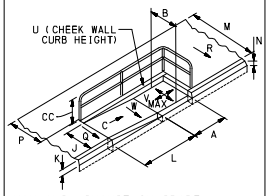
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



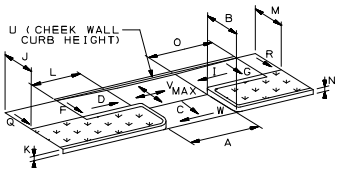
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



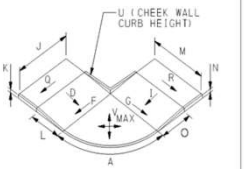
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



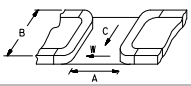
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

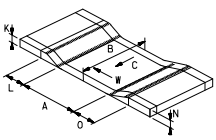
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



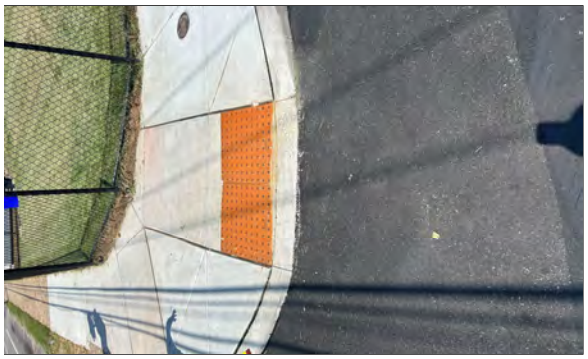
	"0.00" inches or %		
*	A	48	(IN)
*	B	33	(IN)
*	C	7.70	(%)
*	D	8.70	(%)
	E	8.60	(%)
*	F	7.80	(%)
*	G	7.60	(%)
	H	8.40	(%)
*	I	9.00	(%)
*	J	61	(IN)
	K	5	(IN)
	L	51	(IN)
*	M	85	(IN)
	N	3	(IN)
	O	34	(IN)
*	P	48	(IN)
*	Q	1.90	(%)
*	R	3.80	(%)
*	S	1.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
*	Y		(IN)
*	YY	174	(IN)
*	Z		(IN)
*	ZZ	144	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.90	(%)
*	EE	1.50	(%)

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments

pennsylvania
DEPARTMENT OF TRANSPORTATION

E CAYUGA ST & I ST, PennDOT Location ID # 4



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

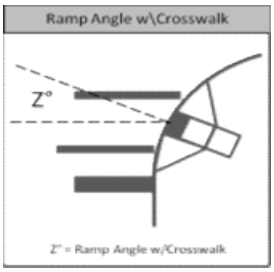
Insert Picture 6

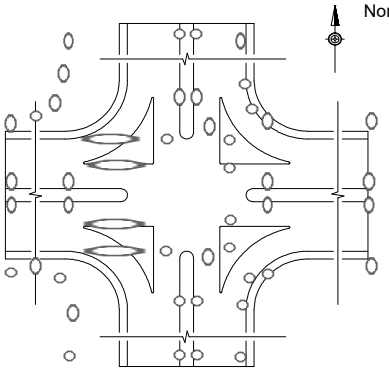
pennsylvania DEPARTMENT OF TRANSPORTATION

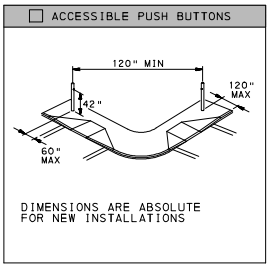
E CAYUGA ST & I ST, PennDOT Location ID # 7

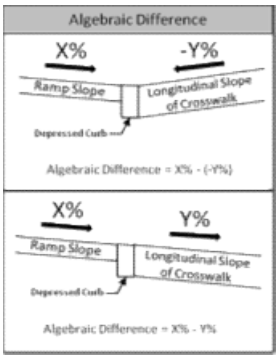
*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Nathan Bieber McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	3.80	%	1.60	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	6.6		
Intersection Ramp # of #	2	2			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				

*North Leg	I	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	E CAYUGA	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	I	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	E CAYUGA	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







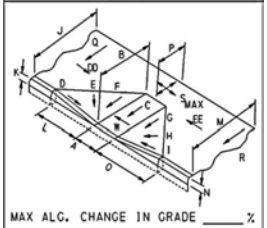


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-ISt-ECAYUGASt-ISt-ECAYUGASt-2024-02-01-7-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

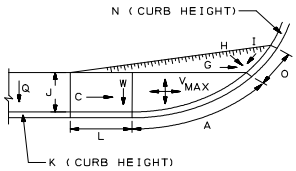
E CAYUGA ST & I ST, PennDOT Location ID # 7

☐ TYPE 1



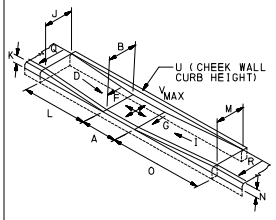
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



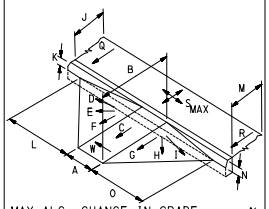
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



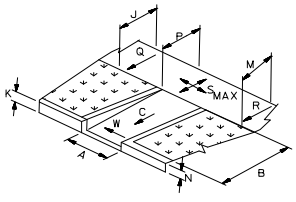
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



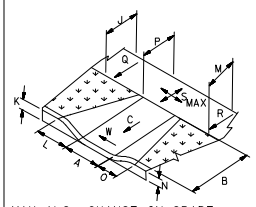
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



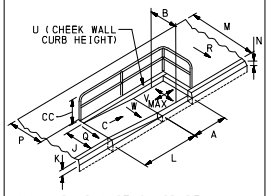
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



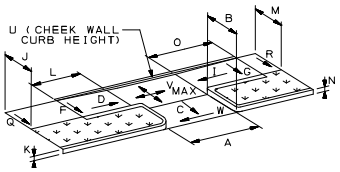
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



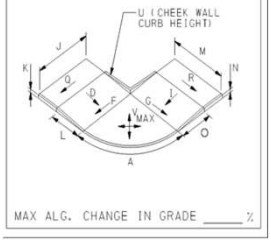
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



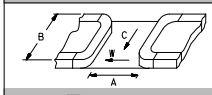
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

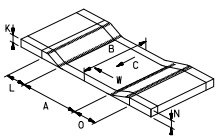
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	74	(IN)	
*	C	2.80	(%)	
*	D	7.90	(%)	
	E	6.20	(%)	
*	F	2.60	(%)	
*	G	3.60	(%)	
	H	5.80	(%)	
*	I	7.00	(%)	
*	J	160	(IN)	
	K	4	(IN)	
	L	41	(IN)	
*	M	59	(IN)	
	N	3	(IN)	
	O	42	(IN)	
*	P	48	(IN)	
*	Q	3.80	(%)	
*	R	2.10	(%)	
*	S	0.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	174	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.60	(%)	
*	EE	0.60	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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DEPARTMENT OF TRANSPORTATION

E CAYUGA ST & I ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

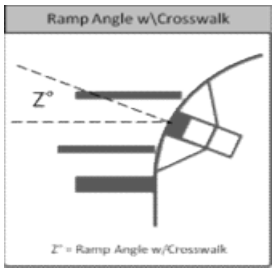
Insert Picture 6

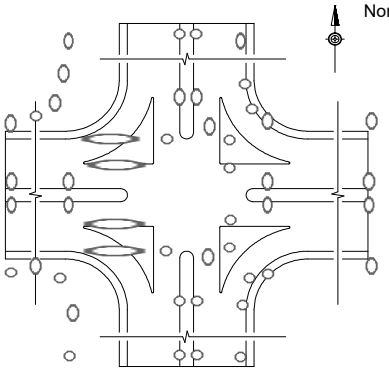
pennsylvania DEPARTMENT OF TRANSPORTATION

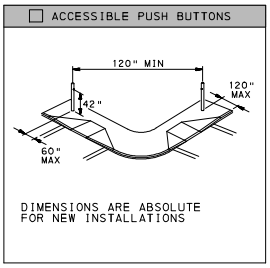
E CAYUGA ST & I ST, PennDOT Location ID # 9

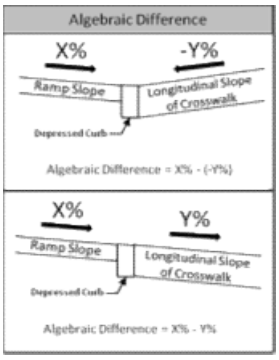
*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Nathan Bieber McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	5.80	%	3.20	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	11.3		
Intersection Ramp # of #	1	2			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				

*North Leg	I	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	E CAYUGA	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	I	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	E CAYUGA	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







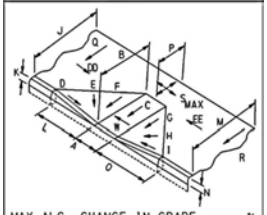


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-ISt-ECAYUGASt-ISt-ECAYUGASt-2024-02-01-9-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

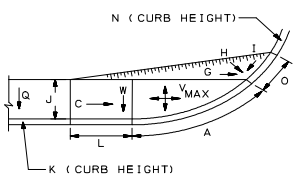
E CAYUGA ST & I ST, PennDOT Location ID # 9

☐ TYPE 1



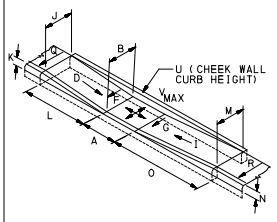
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



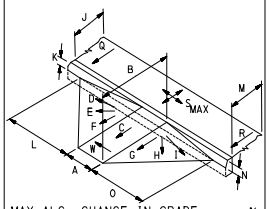
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



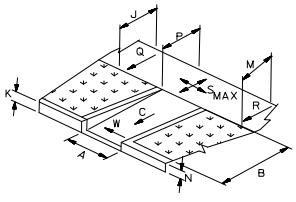
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



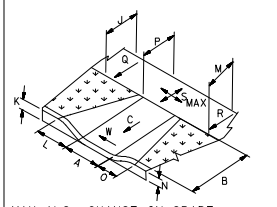
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



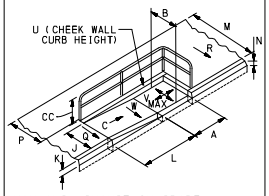
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



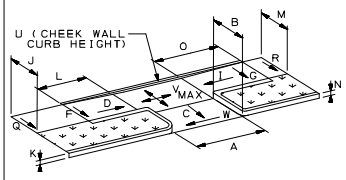
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



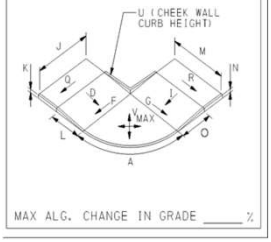
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



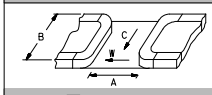
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

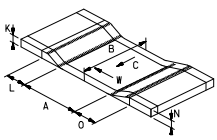
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	83	(IN)
*	C	5.50	(%)
*	D	9.90	(%)
	E	9.00	(%)
*	F	6.30	(%)
*	G	3.10	(%)
	H	3.60	(%)
*	I	7.50	(%)
*	J	160	(IN)
	K	3	(IN)
	L	45	(IN)
*	M	59	(IN)
	N	3	(IN)
	O	47	(IN)
*	P	48	(IN)
*	Q	3.80	(%)
*	R	2.10	(%)
*	S	0.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.10	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	144	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.60	(%)
*	EE	0.60	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments

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DEPARTMENT OF TRANSPORTATION

E CAYUGA ST & I ST, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

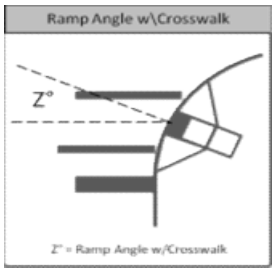
Insert Picture 6

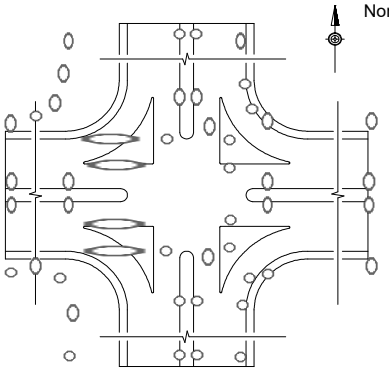
pennsylvania DEPARTMENT OF TRANSPORTATION

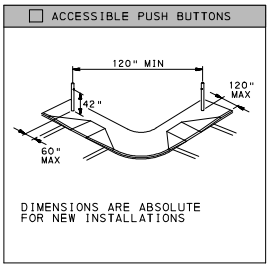
E CAYUGA ST & L ST, PennDOT Location ID # 1

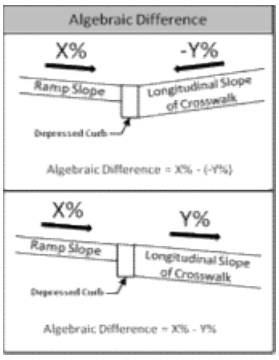
*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Nathan Bieber McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.00	%	0.10	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	10.8			
Intersection Ramp # of #	1	2				
*Ramp Location (Use Figure Below)	01					
*Curb Ramp Type	Type 1					

*North Leg	L	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	E CAYUGA	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	L	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	E CAYUGA	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-LSt-ECAYUGASt-LSt-ECAYUGASt-2024-02-01-1-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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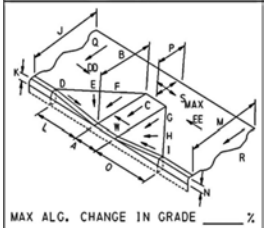
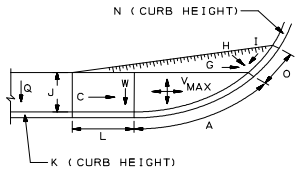
E CAYUGA ST & L ST, PennDOT Location ID # 1

☐ TYPE 1



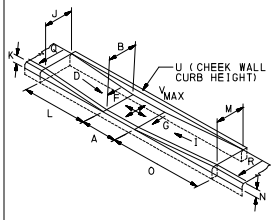
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"____ %

☐ TYPE 1A



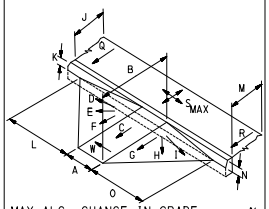
MAX ALG. CHANGE IN GRADE ____ %

☐ TYPE 2



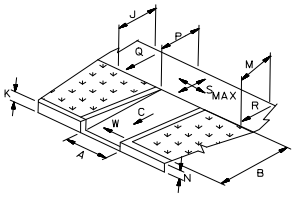
MAX ALG. CHANGE IN GRADE ____ %

☐ TYPE 3



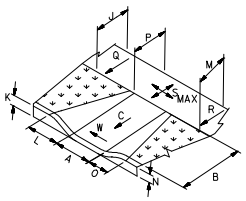
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"____ %

☐ TYPE 4



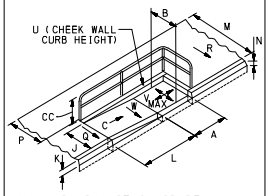
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"____ %

☐ TYPE 4A



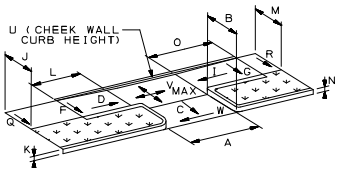
MAX ALG. CHANGE IN GRADE ____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"____ %

☐ TYPE 5



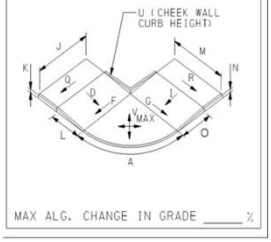
MAX ALG. CHANGE IN GRADE ____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT ____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE ____ %

☐ BLENDED TRANSITION



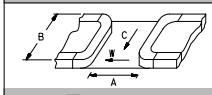
MAX ALG. CHANGE IN GRADE ____ %

☐ NON-TYPICAL

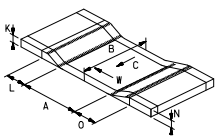
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE ____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	49	(IN)	
*	B	35	(IN)	
*	C	7.80	(%)	
*	D	3.00	(%)	
	E	6.90	(%)	
*	F	6.90	(%)	
*	G	6.50	(%)	
	H	9.60	(%)	
*	I	8.20	(%)	
*	J	59	(IN)	
	K	3	(IN)	
	L	36	(IN)	
*	M	55	(IN)	
	N	3	(IN)	
	O	34	(IN)	
*	P	49	(IN)	
*	Q	2.10	(%)	
*	R	3.10	(%)	
*	S	1.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.40	(%)	
*	EE	4.60	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

C-06-101-60000-LSt-ECAYUGASt-LSt-ECAYUGASt-2024-02-01-1-Type1

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E CAYUGA ST & L ST, PennDOT Location ID # 1

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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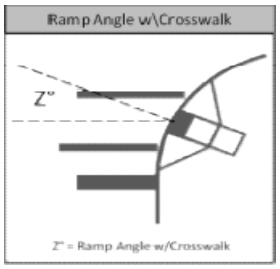
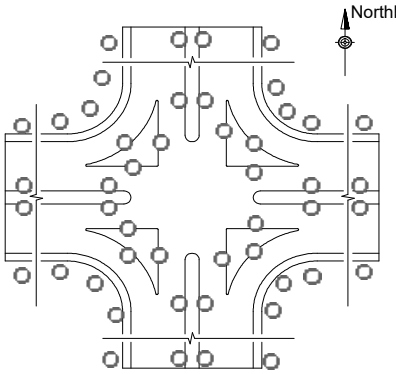
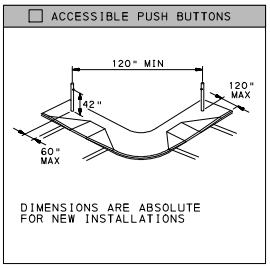
DEPARTMENT OF TRANSPORTATION

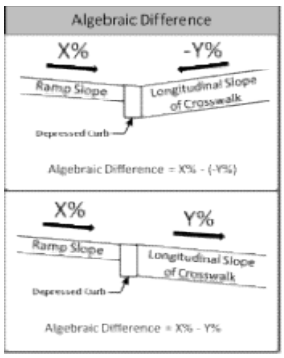
E CORNWALL ST & JASPER ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2024	06	24		
Designer 1	Robert Greenhill Bowman				
Designer 2	Alex Long Bowman				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	3.00	%	3.10	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	10.1		
Intersection Ramp # of #	5	8			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				
*North Leg	JASPER	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	E CORNWALL	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	JASPER	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	E CORNWALL	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-JASPERSt-ECORNWALLSt-JASPERSt-ECORNWALLSt-2024-06-24-12-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

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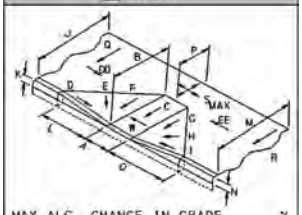
DEPARTMENT OF TRANSPORTATION

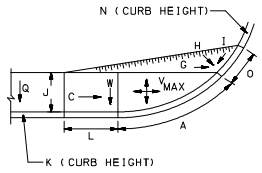
E CORNWALL ST & JASPER ST, PennDOT
Location ID # 12

☐ TYPE 1



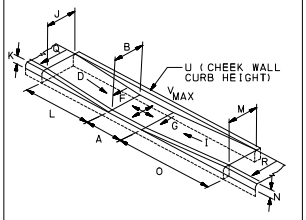
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



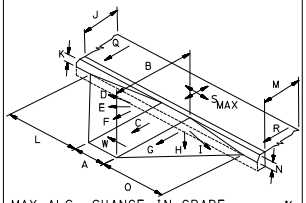
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



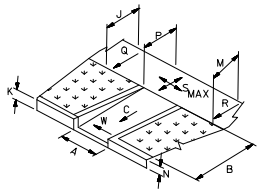
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



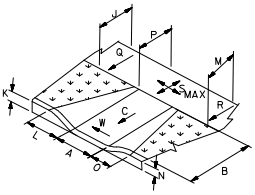
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



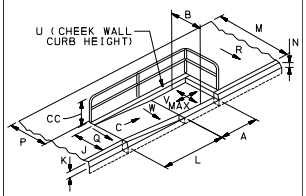
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



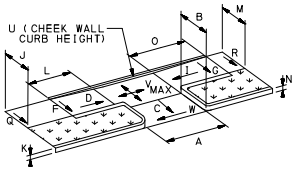
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



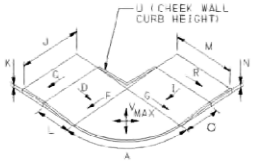
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



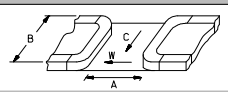
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

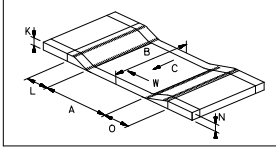
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	72	(IN)
*	C	7.10	(%)
*	D	7.40	(%)
	E	8.70	(%)
*	F	8.30	(%)
*	G	7.40	(%)
	H	8.40	(%)
*	I	8.70	(%)
*	J	48	(IN)
	K	4	(IN)
	L	48	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	28	(IN)
*	P	48	(IN)
*	Q	0.10	(%)
*	R	0.40	(%)
*	S	1.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.80	(%)
*	EE	0.90	(%)

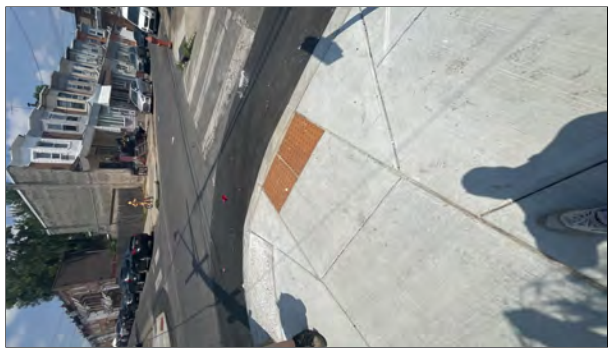
DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments

C-06-101-60000-JASPERSt-ECORNWALLSt-JASPERSt-ECORNWALLSt-2024-06-24-12-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

E CORNWALL ST & JASPER ST, PennDOT Location ID # 12



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

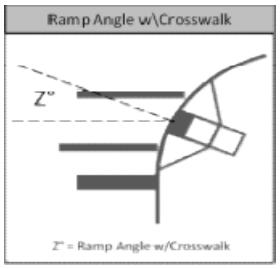
Insert Picture 3

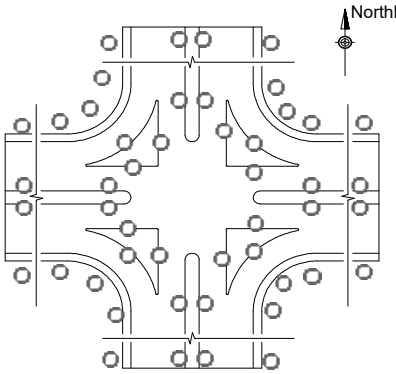
Insert Picture 6

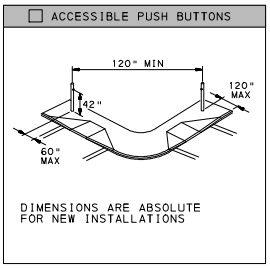
pennsylvania
DEPARTMENT OF TRANSPORTATION

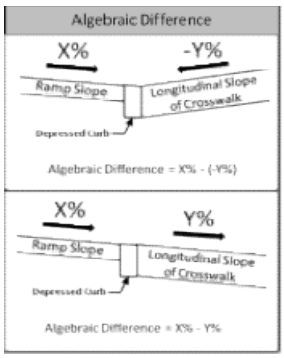
E CORNWALL ST & JASPER ST, PennDOT Location
ID # 19

*Date of Design (yyyy mm dd)	2024	06	19			
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.					
Designer 2	Alex Long Bowman Consulting Group Ltd.					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	4.20	%	1.60	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	10.0			
Intersection Ramp # of #	1	1				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	JASPER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E CORNWALL	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	JASPER	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E CORNWALL	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







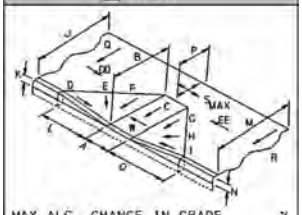


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-JASPERSt-ECORNWALLSt-JASPERSt-ECORNWALLSt-2024-06-19-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

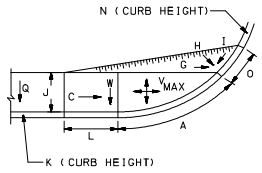
E CORNWALL ST & JASPER ST, PennDOT
Location ID # 19

☐ TYPE 1



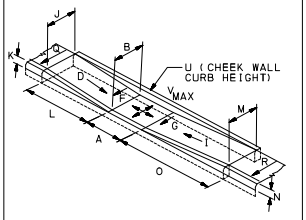
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



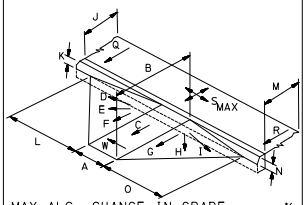
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



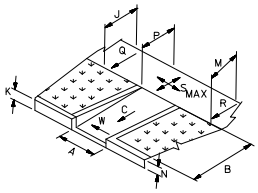
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



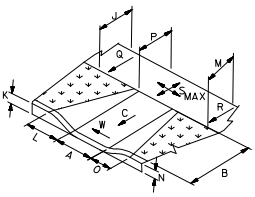
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



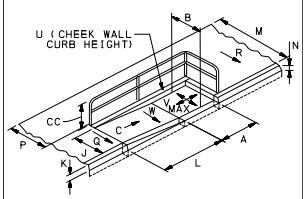
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



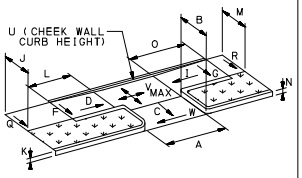
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



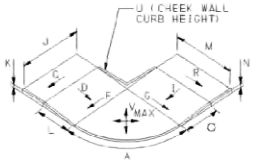
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



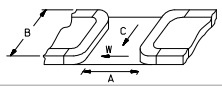
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

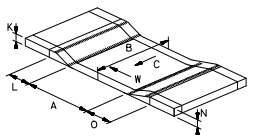
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	48	(IN)	
*	C	5.80	(%)	
*	D	4.70	(%)	
	E	7.50	(%)	
*	F	5.80	(%)	
*	G	5.60	(%)	
	H	7.90	(%)	
*	I	8.10	(%)	
*	J	96	(IN)	
	K	4	(IN)	
	L	48	(IN)	
*	M	96	(IN)	
	N	5	(IN)	
	O	40	(IN)	
*	P	48	(IN)	
*	Q	4.50	(%)	
*	R	6.20	(%)	
*	S	1.30	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.50	(%)	
*	EE	1.40	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-JASPERSt-ECORNWALLSt-JASPERSt-ECORNWALLSt-2024-06-19-19-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

E CORNWALL ST & JASPER ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

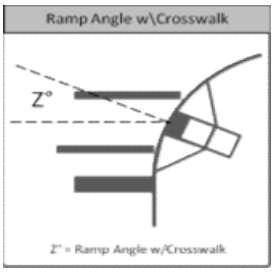
Insert Picture 3

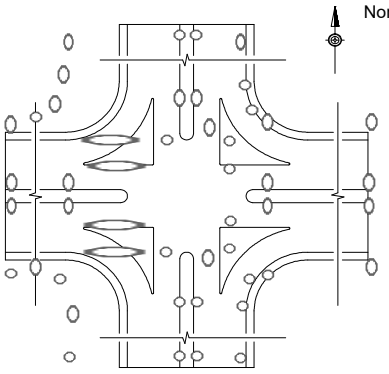
Insert Picture 6

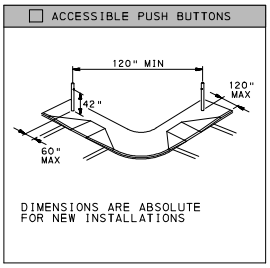
pennsylvania DEPARTMENT OF TRANSPORTATION

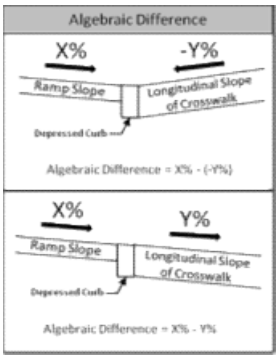
E LUZERNE ST & ORMOND ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Nazir Vasquez McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	3				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	0.70	%	1.20	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	9.2		
Intersection Ramp # of #	1	2			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				
*North Leg	ORMOND	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	E LUZERNE	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	ORMOND	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	E LUZERNE	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







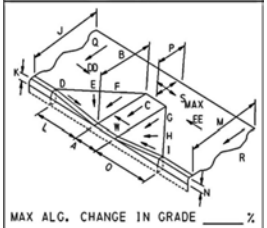


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-ORMONDSt-ELUZERNESt-ORMONDSt-ELUZERNESt-2024-02-01-4-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

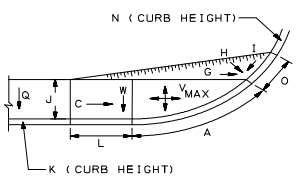
E LUZERNE ST & ORMOND ST, PennDOT
Location ID # 4

☐ TYPE 1



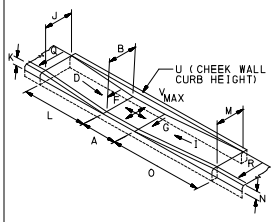
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



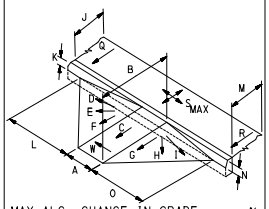
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



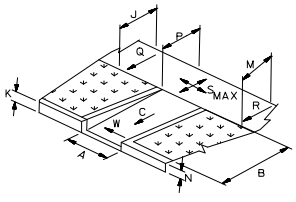
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



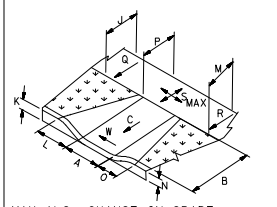
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



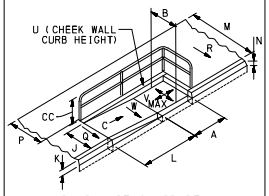
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



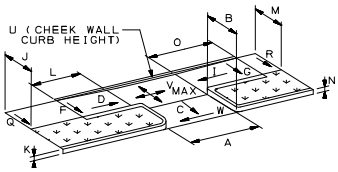
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



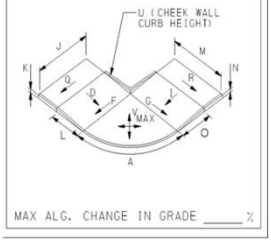
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



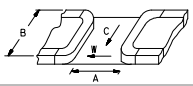
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

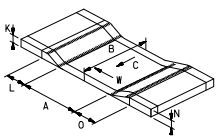
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN

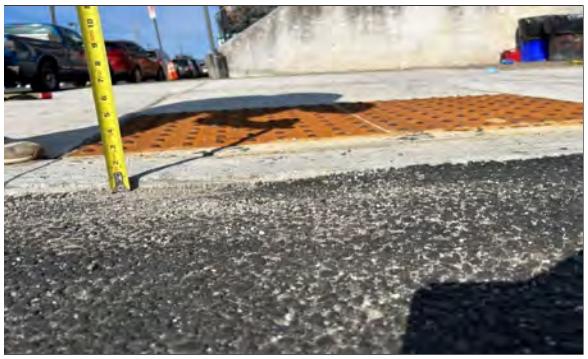


	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	57	(IN)	
*	C	8.00	(%)	
*	D	8.50	(%)	
	E	11.40	(%)	
*	F	8.00	(%)	
*	G	7.90	(%)	
	H	7.30	(%)	
*	I	3.40	(%)	
*	J	88	(IN)	
	K	4	(IN)	
	L	42	(IN)	
*	M	105	(IN)	
	N	2	(IN)	
	O	48	(IN)	
*	P	48	(IN)	
*	Q	1.60	(%)	
*	R	4.10	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	linestriping
*	Z		(IN)	
*	ZZ	999	(IN)	no adjacent stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.40	(%)	
*	EE	1.20	(%)	

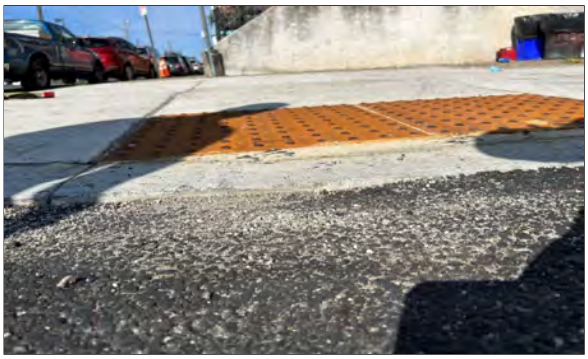
DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

E LUZERNE ST & ORMOND ST, PennDOT Location ID # 4



Insert Picture 1



Insert Picture 4

Insert Picture 2

Insert Picture 5

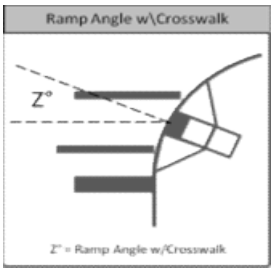
Insert Picture 3

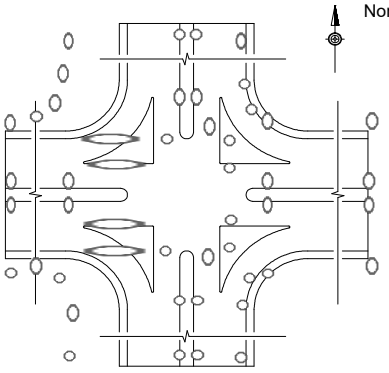
Insert Picture 6

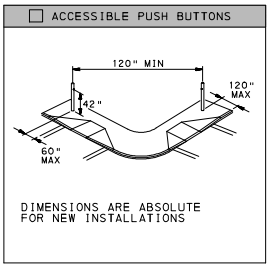
pennsylvania DEPARTMENT OF TRANSPORTATION

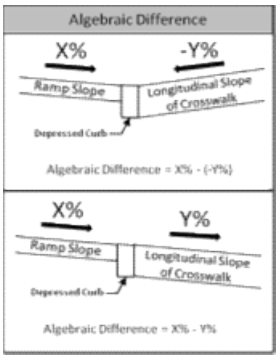
E LUZERNE ST & ORMOND ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	1.90	%	0.40	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	2.3			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		07				
*Curb Ramp Type	Type 1					
*North Leg	ORMOND	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E LUZERNE	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	ORMOND	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E LUZERNE	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







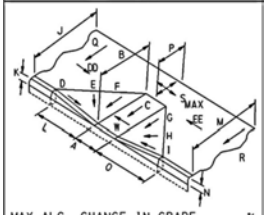


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-ORMONDSt-ELUZERNESt-ORMONDSt-ELUZERNESt-2024-02-01-7-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

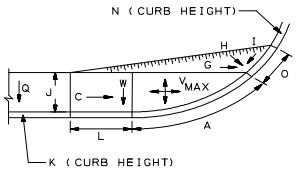
E LUZERNE ST & ORMOND ST, PennDOT
Location ID # 7

☐ TYPE 1



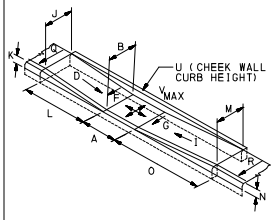
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



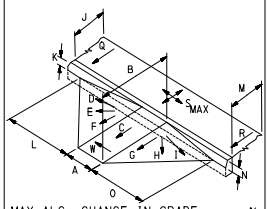
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



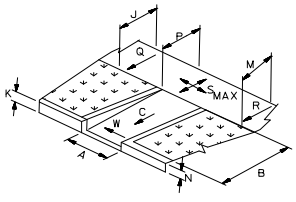
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



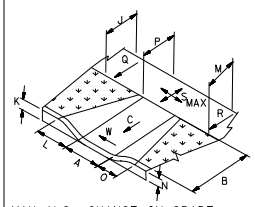
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



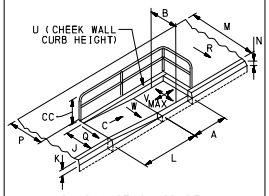
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



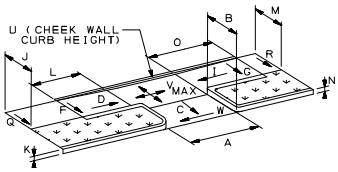
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



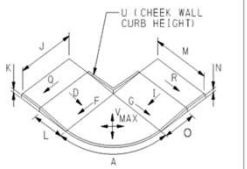
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



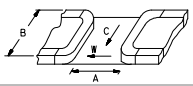
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

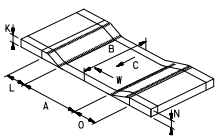
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	53	(IN)	
*	B	48	(IN)	
*	C	1.50	(%)	
*	D	999	(%)	bollard
	E	999	(%)	bollard
*	F	999	(%)	bollard
*	G	0.50	(%)	
	H	5.60	(%)	
*	I	8.10	(%)	
*	J	53	(IN)	
	K	2	(IN)	
	L	32	(IN)	
*	M	85	(IN)	
	N	4	(IN)	
	O	45	(IN)	
*	P	48	(IN)	
*	Q	0.70	(%)	
*	R	1.20	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.90	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	linestriping
*	Z		(IN)	
*	ZZ	999	(IN)	no adjacent stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.90	(%)	
*	EE	6.30	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-ORMONDSt-ELUZERNESt-ORMONDSt-ELUZERNESt-2024-02-01-7-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

E LUZERNE ST & ORMOND ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

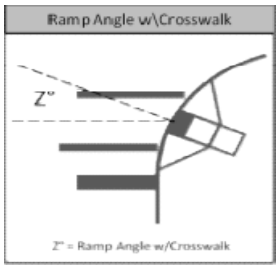
Insert Picture 3

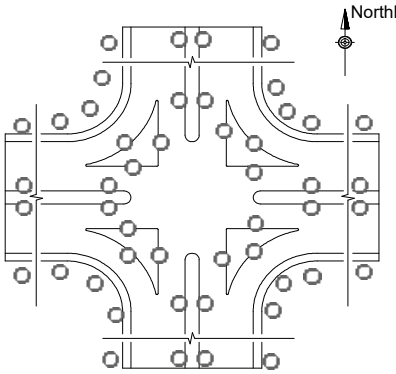
Insert Picture 6

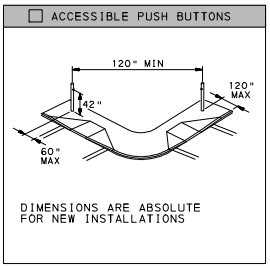
pennsylvania
DEPARTMENT OF TRANSPORTATION

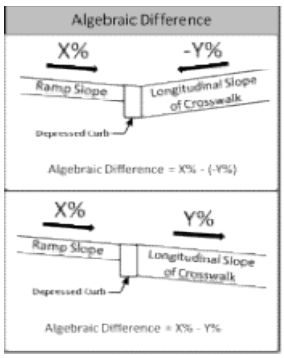
E LUZERNE ST & PALMETTO ST, PennDOT
Location ID # 7

*Date of Design (yyyy mm dd)	2024	06	25		
Designer 1	Robert Greenhill Bowman				
Designer 2	Alex Long Bowman				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	8.70	%	0.50	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	9.3		
Intersection Ramp # of #	3	8			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 2				
*North Leg	PALMETTO	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	E LUZERNE	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	PALMETTO	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	E LUZERNE	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







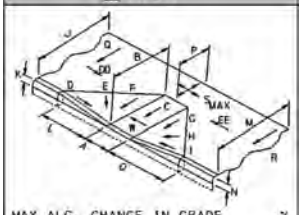


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-PALMETTOSt-ELUZERNESt-PALMETTOSt-ELUZERNESt-2024-06-25-7-Type2		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)		

pennsylvania
DEPARTMENT OF TRANSPORTATION

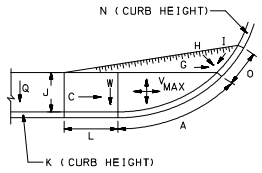
E LUZERNE ST & PALMETTO ST, PennDOT
Location ID # 7

☐ TYPE 1



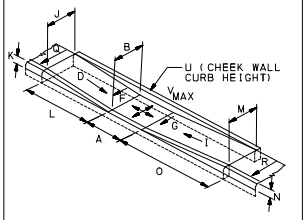
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



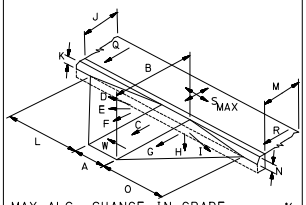
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



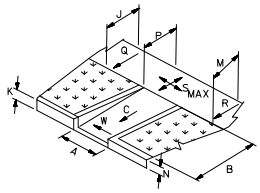
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



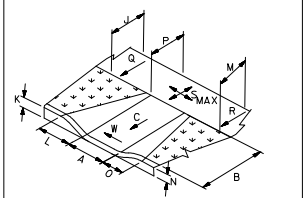
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



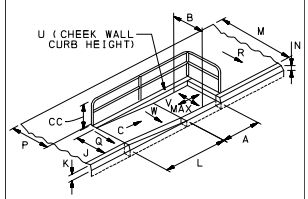
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



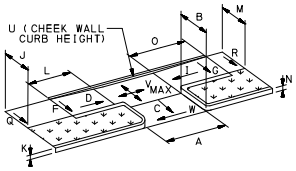
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



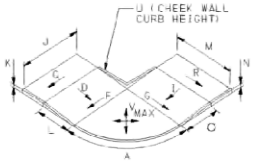
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



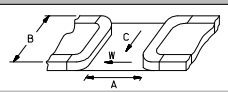
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

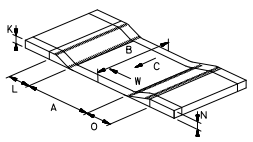
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	60	(IN)
*	B	48	(IN)
*	C		(%)
*	D	5.20	(%)
	E		(%)
*	F	0.80	(%)
*	G	1.50	(%)
	H		(%)
*	I	0.30	(%)
*	J	48	(IN)
	K	3	(IN)
	L	48	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	48	(IN)
*	P		(IN)
*	Q	2.70	(%)
*	R	1.40	(%)
*	S		(%)
	T		(IN)
	U	48	(IN)
*	V	4.70	(%)
*	W		(%)
*	X		(IN)
*	Y	120	(IN)
*	YY	120	(IN)
*	Z	48	(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD		(%)
*	EE		(%)

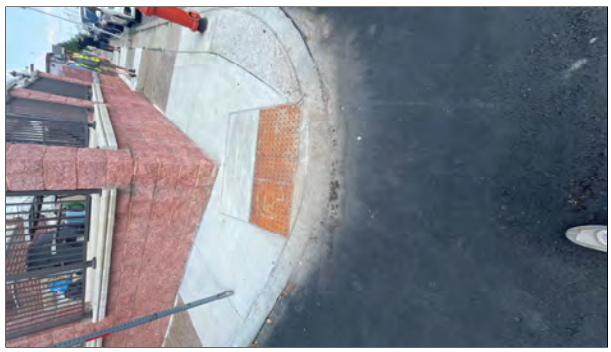
	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments ▲

C-06-101-60000-PALMETTOSt-ELUZERNESt-PALMETTOSt-ELUZERNESt-2024-06-25-7-Type2

pennsylvania
DEPARTMENT OF TRANSPORTATION

E LUZERNE ST & PALMETTO ST, PennDOT Location ID # 7



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Palmetto Street and Luzerne Street	Ramp 07

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Helen Lam, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	1515 Market Street, Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
***Date Submitted:**	October 27, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	◉ Yes	○ No
Pedestrian Trip Generators	○ Yes	◉ No
Safety Concerns	○ Yes	◉ No
R9-3A "No Peds" Signs	○ Yes	◉ No
Existing Crosswalk	◉ Yes	○ No
Existing Sidewalk	◉ Yes	○ No
Existing Push Buttons	○ Yes	◉ No

ADT

Location Identification

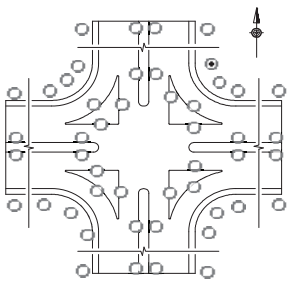
Palmetto Street
**SR North - Segment*

Palmetto Street
**SR South - Segment*

Luzerne Street
**SR East - Segment*

Luzerne Street
**SR West - Segment*

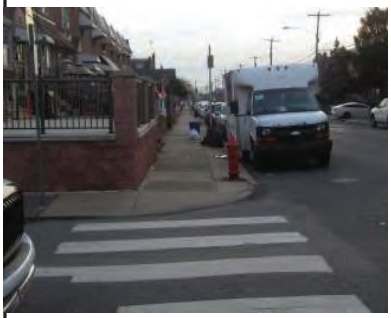
07
Location #



Investigated design alternatives	Why alternative was not selected
1) Locate Type 2 curb ramp further east	reduced visibility of pedestrians by turning vehicles
1) Locate Type 2 curb ramp further west	conflict with wall, increased ramp angle
1) Extend ramp	Conflict with wall

Alternative selected and description of what requirement is not met

A type 2 curb ramp is designed at this location. The following requirement(s) are not met: maximum landing slope of 2.00%, maximum ramp cross slope of 2.00%, Landing depth of 4.0', and therefore, the ramp has been designed with a landing slope of 5.45%, and cross slope of 5.45%, and a landing depth of 3.8'..



ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

5/1/2024
ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

Sunil Gill 5/14/2024
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Palmetto Street-Palmetto Street-Luzerne Street-Luzerne Street-7-452*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Palmetto Street and Luzerne Street	Ramp 07

Investigated Design Alternative #1

Consideration was given to located the proposed type 2 ramp further to the north; however shifting the curb ramp further to the north would place pedestrians further from the intersection thus reducing the visibility of pedestrians by turning vehicles. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to located the proposed type 2 ramp further to the south; however shifting the curb ramp further to the south would increase the ramp angle and still result in a conflict with existing wall. As a result of this consideration this alternative was eliminated

Investigated Design Alternative #3

Consideration was given to extend the proposed type 2 ramp further to provide a compliant landing depth; however, this would require reconstruction of a wall which is beyond the scope of work on this project. As a result of this consideration, this alternative was elimianted.

Summary

City of Philadelphia requirements dictate a Type 2 curb ramp has a minimum landing slope of 2.00%, a minimum cross slope of 2.00%, and a minimum landing depth of 4.0'. Due to the existing wall on the corner, the ramp has been designed with a landing slope of 5.45%, and cross slope of 5.45%, and a landing depth of 3.8'. This design provides access to the maximum extent feasible.

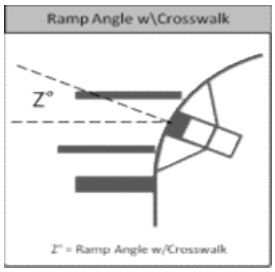
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Palmetto Street-Palmetto Street-Luzerne Street-Luze*

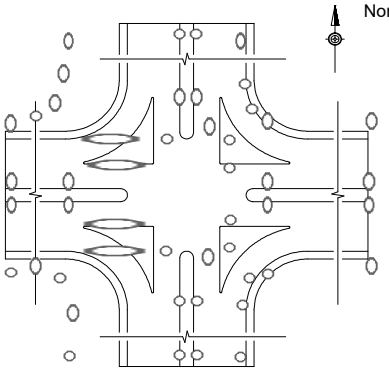
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

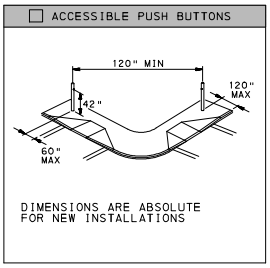
pennsylvania DEPARTMENT OF TRANSPORTATION

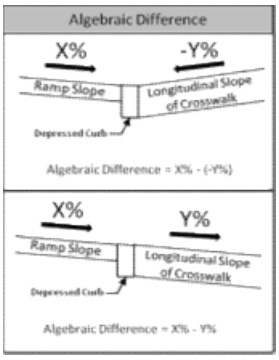
E LYCOMING ST & O ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	7.70	%	0.50	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		15	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	10.9			
Intersection Ramp # of #	1	2				
*Ramp Location (Use Figure Below)		07				
*Curb Ramp Type	Type 1					
*North Leg	O	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E LYCOMING	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	O	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E LYCOMING	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







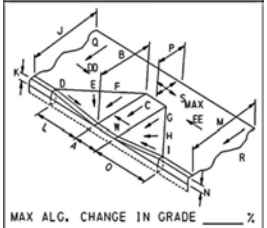


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-OSt-ELYCOMINGSt-OSt-ELYCOMINGSt-2024-02-01-7-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

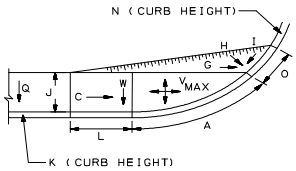
E LYCOMING ST & O ST, PennDOT Location ID # 7

☐ TYPE 1



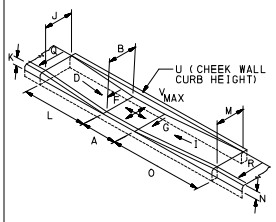
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



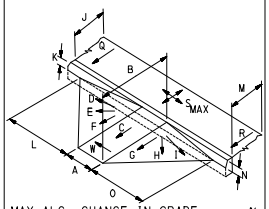
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



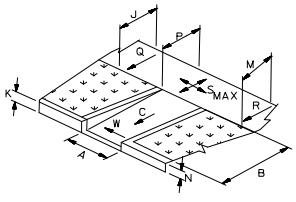
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



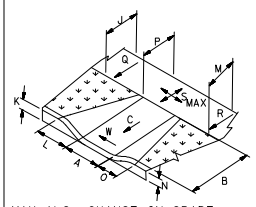
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



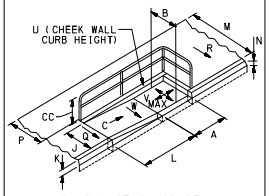
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



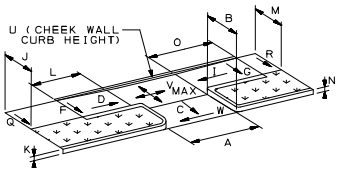
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



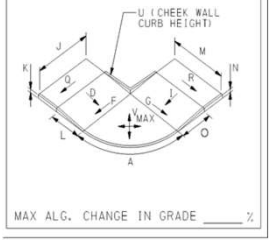
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



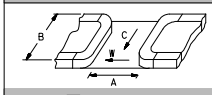
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

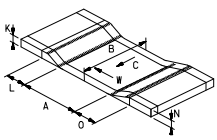
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	26	(IN)	
*	C	3.20	(%)	
*	D	999	(%)	no parking bollard
	E	999	(%)	no parking bollard
*	F	999	(%)	no parking bollard
*	G	1.70	(%)	
	H	4.40	(%)	
*	I	6.30	(%)	
*	J	59	(IN)	
	K	3	(IN)	
	L	38	(IN)	
*	M	87	(IN)	
	N	3	(IN)	
	O	33	(IN)	
*	P	48	(IN)	
*	Q	0.50	(%)	
*	R	0.60	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no adjacent stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.10	(%)	
*	EE	4.30	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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E LYCOMING ST & O ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

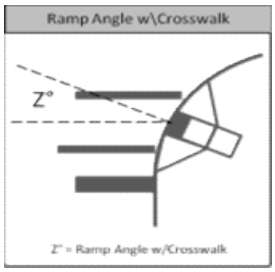
Insert Picture 3

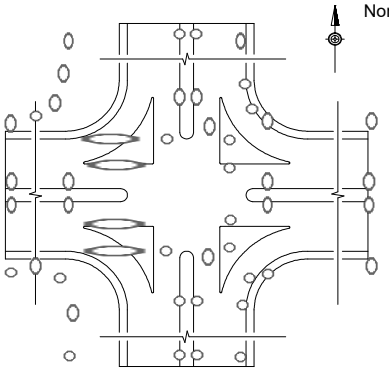
Insert Picture 6

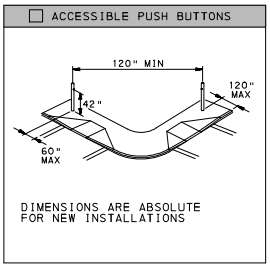
pennsylvania DEPARTMENT OF TRANSPORTATION

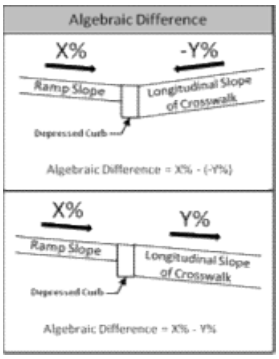
E LYCOMING ST & O ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.10	%	2.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		5	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.7			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		09				
*Curb Ramp Type	Type 1					
*North Leg	O	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E LYCOMING	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	O	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E LYCOMING	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







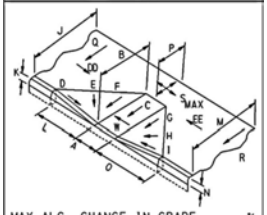


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-OSt-ELYCOMINGSt-OSt-ELYCOMINGSt-2024-02-01-9-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

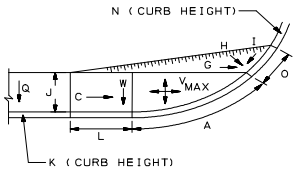
E LYCOMING ST & O ST, PennDOT Location ID # 9

☐ TYPE 1



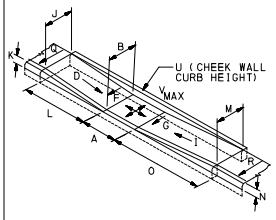
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



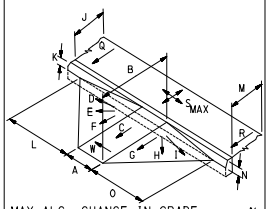
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



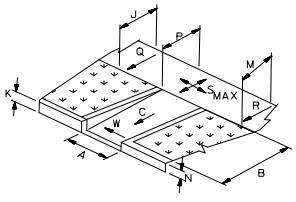
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



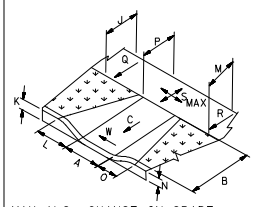
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



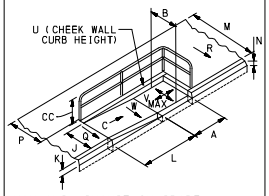
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



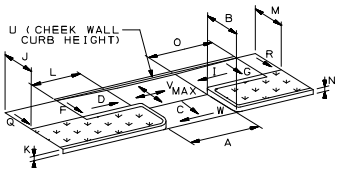
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



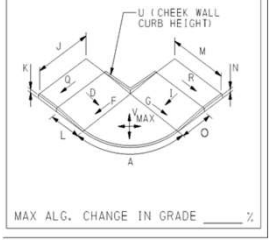
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



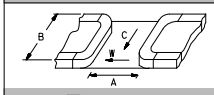
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

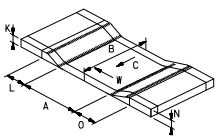
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	24	(IN)
*	C	5.60	(%)
*	D	8.40	(%)
	E	8.60	(%)
*	F	5.60	(%)
*	G	5.90	(%)
	H	4.60	(%)
*	I	3.90	(%)
*	J	59	(IN)
	K	3	(IN)
	L	38	(IN)
*	M	87	(IN)
	N	2	(IN)
	O	30	(IN)
*	P	48	(IN)
*	Q	0.50	(%)
*	R	0.60	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	177	(IN)
*	Z		(IN)
*	ZZ	59	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.10	(%)
*	EE	4.30	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments

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DEPARTMENT OF TRANSPORTATION

E LYCOMING ST & O ST, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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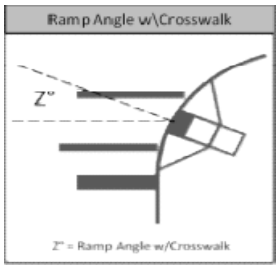
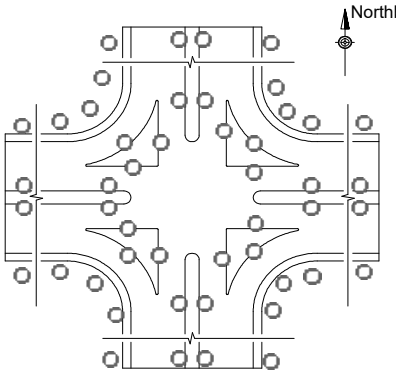
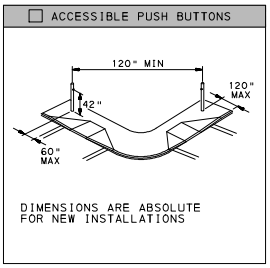
DEPARTMENT OF TRANSPORTATION

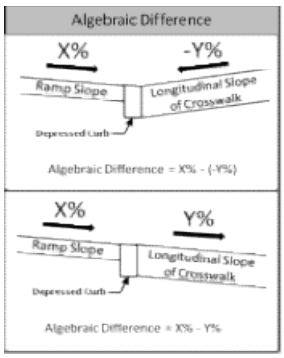
E ONTARIO ST & N WATER ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2024	06	19			
Designer 1	Nazir Vasquez Bowman Consulting					
Designer 2	Alex Long Bowman Consulting					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	1.30	%	0.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	3.0			
Intersection Ramp # of #	4	4				
*Ramp Location (Use Figure Below)		07				
*Curb Ramp Type	Type 1					
*North Leg	N WATER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E ONTARIO	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	N WATER	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E ONTARIO	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-NWATERSt-EONTARIOSt-NWATERSt-EONTARIOSt-2024-06-19-7-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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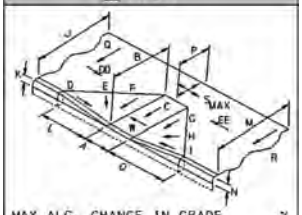
DEPARTMENT OF TRANSPORTATION

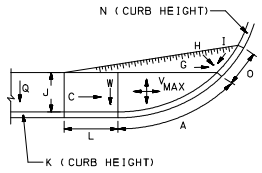
E ONTARIO ST & N WATER ST, PennDOT
Location ID # 7

☐ TYPE 1



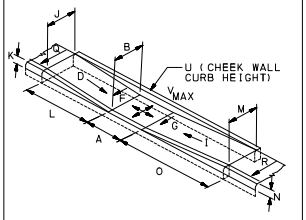
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



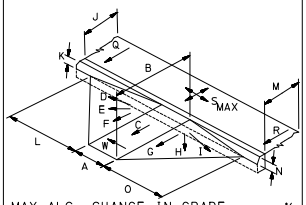
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



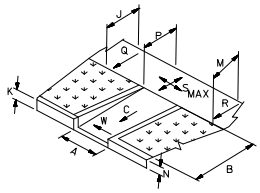
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



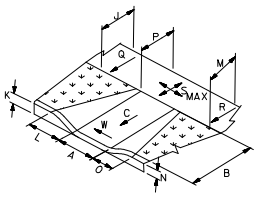
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



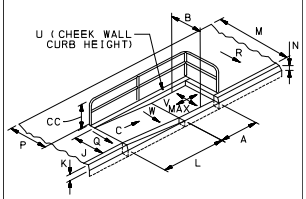
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



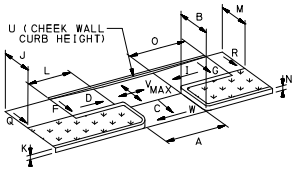
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



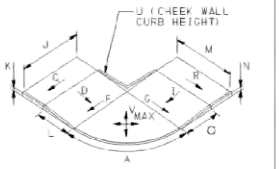
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



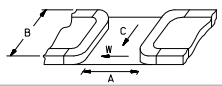
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

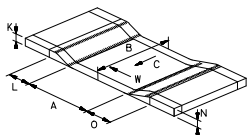
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	56	(IN)	
*	C	6.90	(%)	
*	D	999	(%)	bollard
	E	999	(%)	ballard
*	F	999	(%)	bollard
*	G	999	(%)	bollard
	H	999	(%)	bollard
*	I	999	(%)	bollard
*	J	106	(IN)	
	K	2	(IN)	
	L	64	(IN)	
*	M	131	(IN)	
	N	4	(IN)	
	O	32	(IN)	
*	P	48	(IN)	
*	Q	0.50	(%)	
*	R	3.80	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.70	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.80	(%)	
*	EE	0.70	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-NWATERSt-EONTARIOSt-NWATERSt-EONTARIOSt-2024-06-19-7-Type1

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DEPARTMENT OF TRANSPORTATION

E ONTARIO ST & N WATER ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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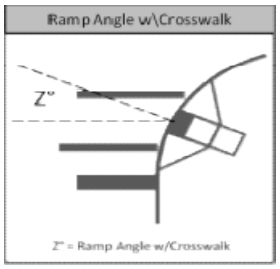
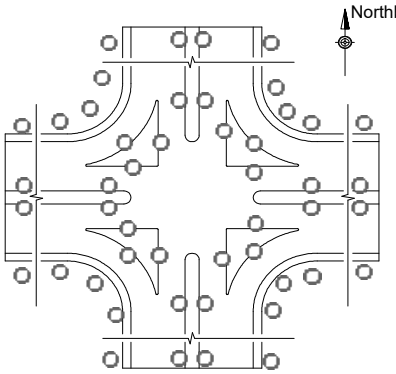
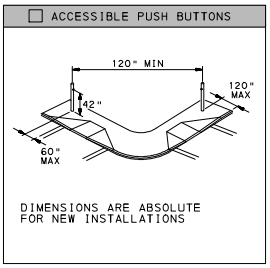
DEPARTMENT OF TRANSPORTATION

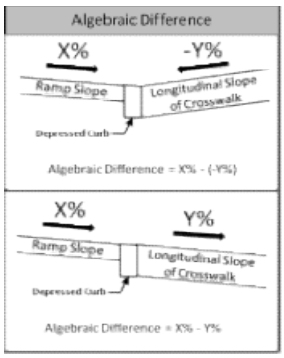
E TIOGA ST & N WATER ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2024	06	19		
Designer 1	Nazir Vasquez Bowman Consulting Group, Ltd.				
Designer 2	Alex Long Bowman Consulting Group, Ltd.				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	0.70	%	4.00	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	8.4		
Intersection Ramp # of #	1	4			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 1				
*North Leg	N WATER	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	E TIOGA	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	N WATER	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	E TIOGA	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







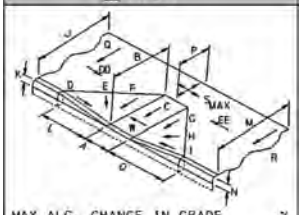


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-NWATERSt-ETIOGASt-NWATERSt-ETIOGASt-2024-06-19-17-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)		

pennsylvania
DEPARTMENT OF TRANSPORTATION

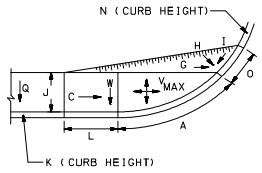
E TIOGA ST & N WATER ST, PennDOT Location
ID # 17

☐ TYPE 1



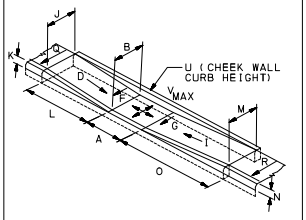
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



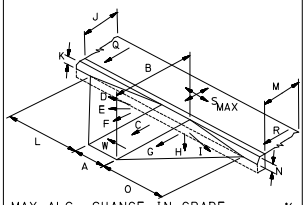
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



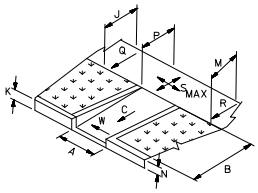
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



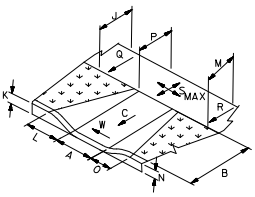
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



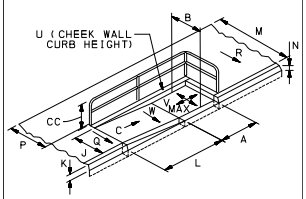
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



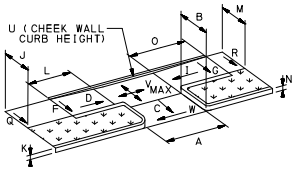
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



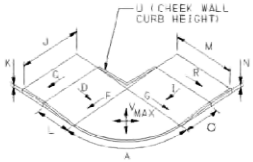
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



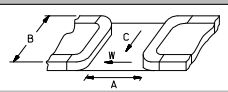
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

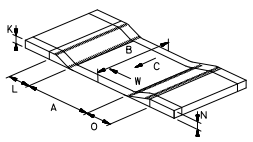
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	78	(IN)	
*	C	9.70	(%)	
*	D	4.30	(%)	
	E	7.70	(%)	
*	F	7.70	(%)	
*	G	7.70	(%)	
	H	10.00	(%)	
*	I	8.40	(%)	
*	J	112	(IN)	
	K	4	(IN)	
	L	43	(IN)	
*	M	91	(IN)	
	N	3	(IN)	
	O	43	(IN)	
*	P	49	(IN)	
*	Q	8.10	(%)	
*	R	1.50	(%)	
*	S	0.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.50	(%)	
*	EE	0.80	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-NWATERSt-ETIOGASt-NWATERSt-ETIOGASt-2024-06-19-17-Type1

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DEPARTMENT OF TRANSPORTATION

E TIOGA ST & N WATER ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

E Tioga Street and N Water Street	Ramp 17

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	☐ Yes ☐ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
Project ECMS #	

Submitter Information

Submitted By:	Anton Kuhner, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	1515 Market Street, Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
***Date Submitted:**	June 16, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [x] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	◉ Yes	○ No
Pedestrian Trip Generators	○ Yes	◉ No
Safety Concerns	○ Yes	◉ No
R9-3A "No Peds" Signs	○ Yes	◉ No
Existing Crosswalk	◉ Yes	○ No
Existing Sidewalk	◉ Yes	○ No
Existing Push Buttons	○ Yes	◉ No

ADT

Location Identification

Northbound

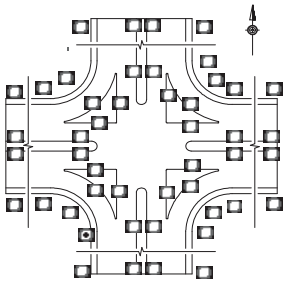
N Water Street
**SR North - Segment*

N Water Street
**SR South - Segment*

E Tioga Street
**SR East - Segment*

E Tioga Street
**SR West - Segment*

17
Location #



Investigated design alternatives	Why alternative was not selected
1) Locate Type 1 curb ramp further east	Conflict with existing fire hydrant
2) Locate Type 1 curb ramp further west	Conflict with existing inlet
3) Lower sidewalk	Conflicts with existing step

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: maximum landing slope of 2.00%, and maximum longitudinal slope of 8.33%, therefore the ramp has been designed with a maximum landing slope of 5.25% and a maximum longitudinal ramp slope of 11.00%.

ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

Michael Marie Varghese 11.7.23
ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

Sunil Gill 11/8/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-N Water Street-N Water Street-E Tioga Street-E Tioga Street-17-4*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

E Tioga Street and N Water Street	Ramp 17

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 ramp further to the east; however shifting the curb ramp further to the east would create a conflict with the existing fire hydrant. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the west; however shifting the curb ramp further to the west would create a conflict with the existing stormwater inlet. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to lower the sidewalk behind the proposed type 1 ramp; however lowering the sidewalk behind the ramp cannot be done as there is an existing step behind the curb ramp. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum landing slope of 2.00% and a maximum longitudinal ramp slope of 8.33%. This is technically infeasible due to the existing step, stormwater inlet, and fire hydrant on this corner. The type 1 curb ramp has been designed with a maximum landing slope of 5.25% and a maximum longitudinal ramp slope of 11.00%. This design provides access to the maximum extent feasible.

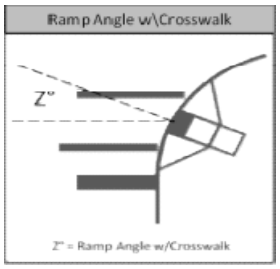
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-N Water Street-N Water Street-E Tioga Street-E Tiog*

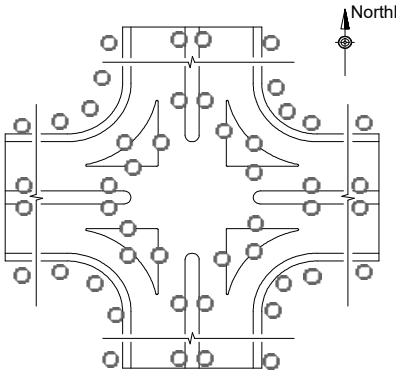
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

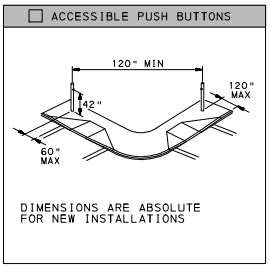
pennsylvania
DEPARTMENT OF TRANSPORTATION

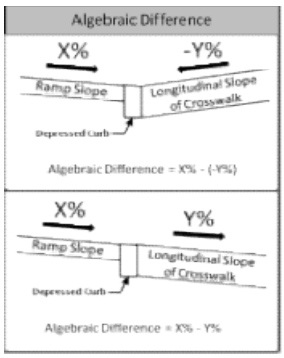
E VENANGO ST & N WATER ST, PennDOT Location
ID # 14

*Date of Design (yyyy mm dd)	2024	06	19			
Designer 1	Nazir Vasquez	Bowman Consulting				
Designer 2	Alex Long	Bowman Consulting				
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	4.60	%	2.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		15	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.9			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					
*North Leg	N WATER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E VENANGO	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	N WATER	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E VENANGO	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







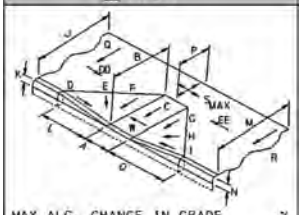


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-NWATERSt-EVENANGOSt-NWATERSt-EVENANGOSt-2024-06-19-14-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania
DEPARTMENT OF TRANSPORTATION

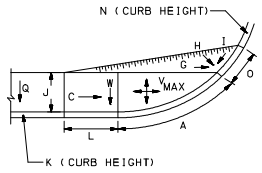
E VENANGO ST & N WATER ST, PennDOT
Location ID # 14

☐ TYPE 1



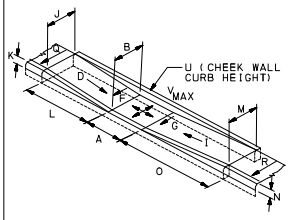
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



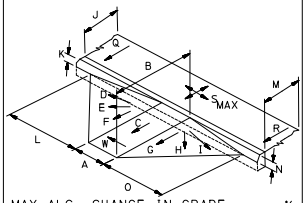
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



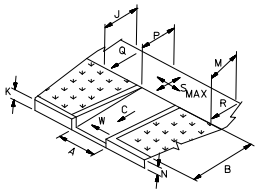
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



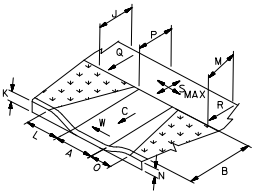
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



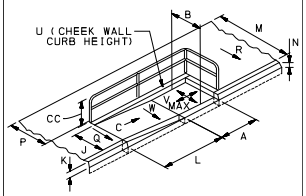
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



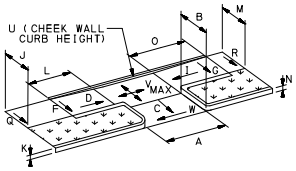
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



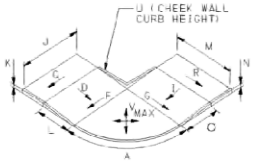
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



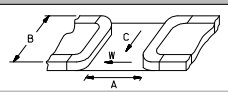
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

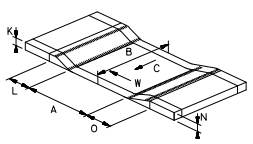
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	56	(IN)
*	C	4.30	(%)
*	D	6.30	(%)
	E	7.30	(%)
*	F	5.40	(%)
*	G	3.30	(%)
	H	5.30	(%)
*	I	6.50	(%)
*	J	147	(IN)
	K	3	(IN)
	L	60	(IN)
*	M	147	(IN)
	N	3	(IN)
	O	36	(IN)
*	P	48	(IN)
*	Q	1.80	(%)
*	R	3.80	(%)
*	S	1.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	60	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.40	(%)
*	EE	4.00	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

pennsylvania
DEPARTMENT OF TRANSPORTATION

E VENANGO ST & N WATER ST, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

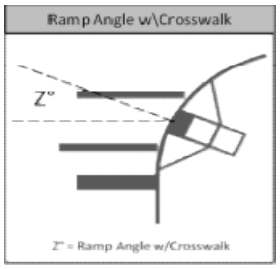
Insert Picture 3

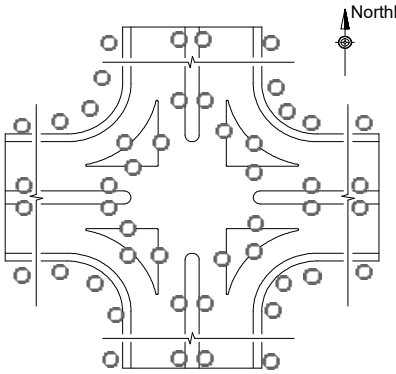
Insert Picture 6

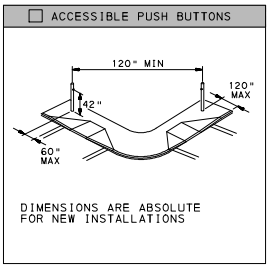
pennsylvania
DEPARTMENT OF TRANSPORTATION

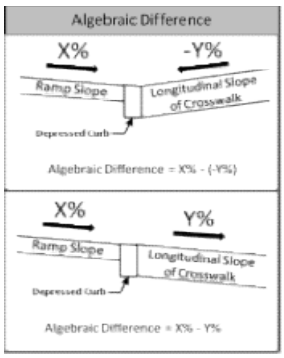
E CHELTENHAM AVE & N PENN ST, PennDOT
Location ID # 12

*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Nathan Bieber McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.90	%	0.90	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		15	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	7.7			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		12				
*Curb Ramp Type	Type 1					
*North Leg	N PENN	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E CHELTENHAM	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	N PENN	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E CHELTENHAM	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







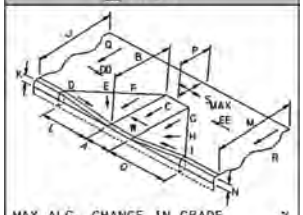


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-NPENNSt-ECHELTENHAMAve-NPENNSt-ECHELTENHAMAve-2024-02-01-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

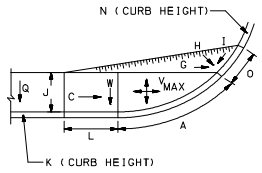
E CHELTENHAM AVE & N PENN ST, PennDOT
Location ID # 12

☐ TYPE 1



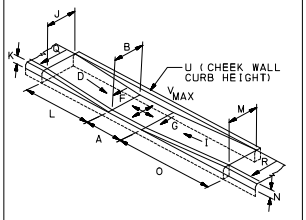
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



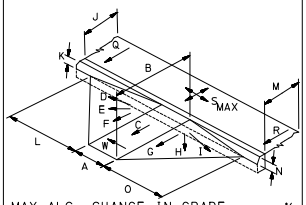
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



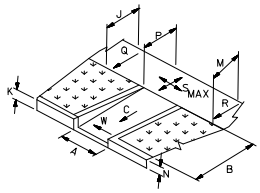
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



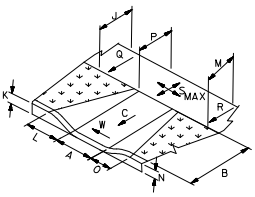
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



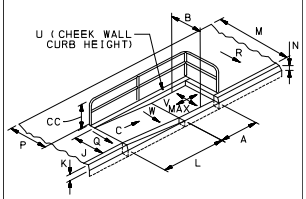
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



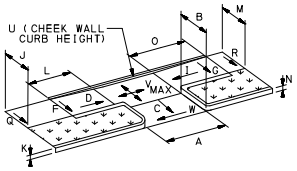
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



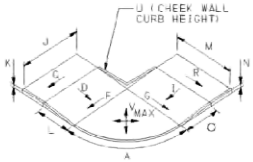
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



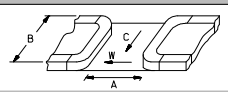
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

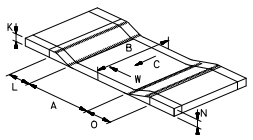
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	49	(IN)	
*	B	31	(IN)	
*	C	4.80	(%)	
*	D	10.00	(%)	
	E	10.70	(%)	
*	F	3.40	(%)	
*	G	6.70	(%)	
	H	8.10	(%)	
*	I	7.50	(%)	
*	J	149	(IN)	
	K	5	(IN)	
	L	29	(IN)	
*	M	133	(IN)	
	N	3	(IN)	
	O	36	(IN)	
*	P	48	(IN)	
*	Q	2.90	(%)	
*	R	3.00	(%)	
*	S	1.10	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	174	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	6.00	(%)	
*	EE	2.80	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-NPENNSt-ECHELTENHAMAve-NPENNSt-ECHELTENHAMAve-2024-02-01-12-Type1

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DEPARTMENT OF TRANSPORTATION

E CHELTENHAM AVE & N PENN ST, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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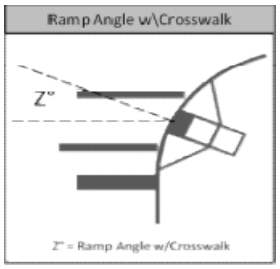
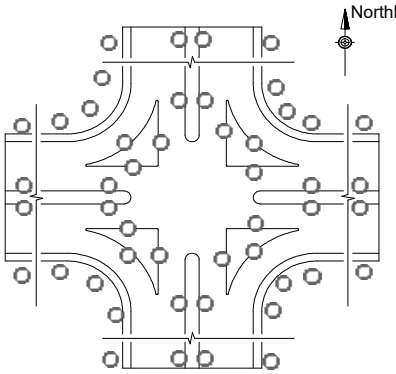
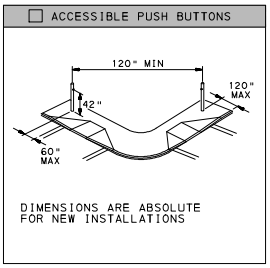
DEPARTMENT OF TRANSPORTATION

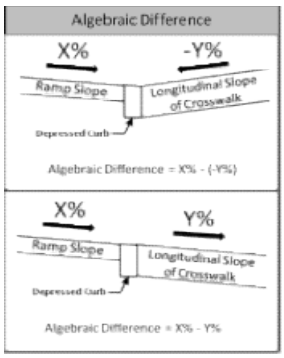
E CHELTENHAM AVE & N PENN ST, PennDOT
Location ID # 14

*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Nathan Bieber McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.40	%	1.30	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		22	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.2			
Intersection Ramp # of #	1	2	measured at 25%			
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					
*North Leg	N PENN	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E CHELTENHAM	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	N PENN	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E CHELTENHAM	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







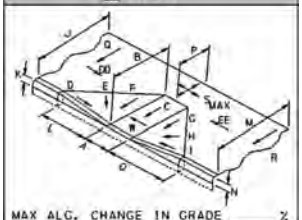


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES	
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-NPENNSt-ECHELTENHAMAve-NPENNSt-ECHELTENHAMSt-2024-02-01-14-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

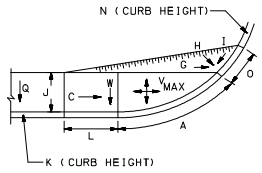
E CHELTENHAM AVE & N PENN ST, PennDOT
Location ID # 14

☐ TYPE 1



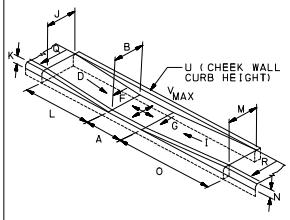
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



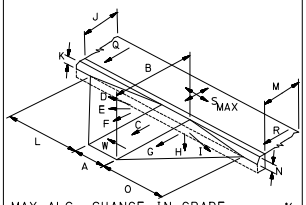
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



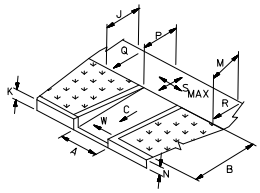
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



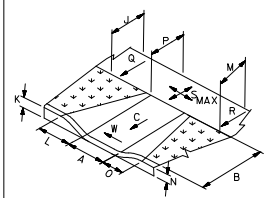
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



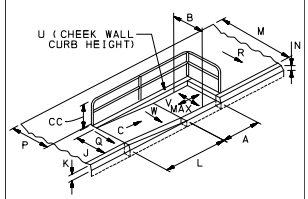
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



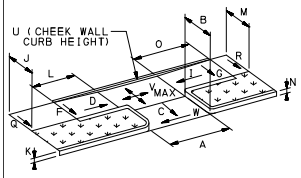
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



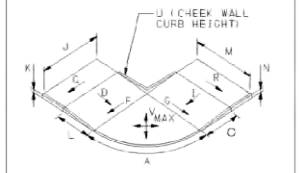
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



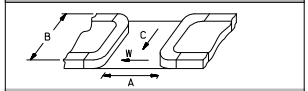
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

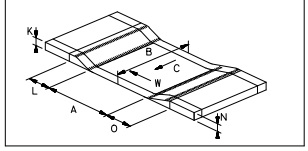
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	70	(IN)
*	C	6.80	(%)
*	D	10.00	(%)
	E	12.00	(%)
*	F	8.30	(%)
*	G	6.00	(%)
	H	10.90	(%)
*	I	9.60	(%)
*	J	149	(IN)
	K	3	(IN)
	L	45	(IN)
*	M	133	(IN)
	N	7	(IN)
	O	39	(IN)
*	P	53	(IN)
*	Q	2.80	(%)
*	R	3.00	(%)
*	S	1.10	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.80	(%)
*	X		(IN)
*	Y		(IN)
*	YY	126	(IN)
*	Z		(IN)
*	ZZ	144	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	6.00	(%)
*	EE	2.80	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments

C-06-101-60000-NPENNSt-ECHELTENHAMAve-NPENNSt-ECHELTENHAMSt-2024-02-01-14-Type1

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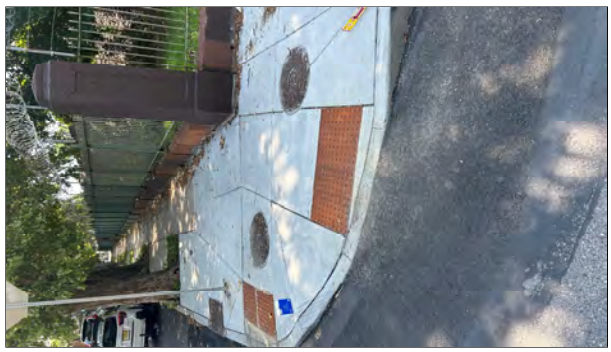
DEPARTMENT OF TRANSPORTATION

E CHELTENHAM AVE & N PENN ST, PennDOT Location ID # 14



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

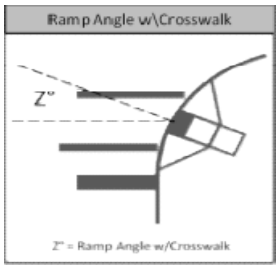
Insert Picture 3

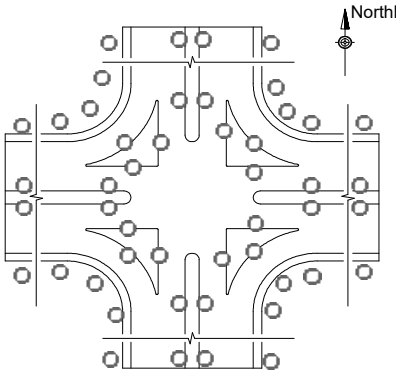
Insert Picture 6

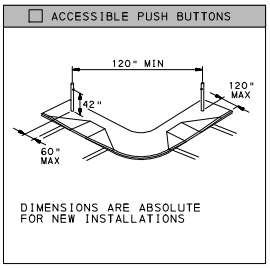
pennsylvania
DEPARTMENT OF TRANSPORTATION

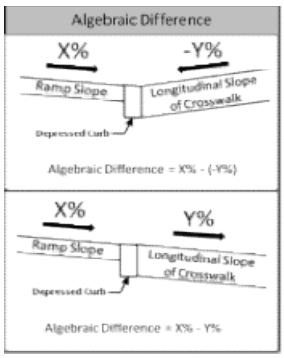
E CHELTENHAM AVE & N PENN ST, PennDOT
Location ID # 17

*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Nathan Bieber McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Comapny					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.90	%	0.70	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		22	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	6.7			
Intersection Ramp # of #	2	2	measured at 25%			
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 1					
*North Leg	N PENN	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E CHELTENHAM	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	N PENN	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E CHELTENHAM	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







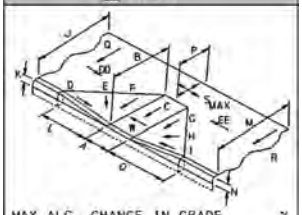


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-NPENNSt-ECHELTENHAMAve-NPENNSt-ECHELTENHAMAve-2024-02-01-17-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania
DEPARTMENT OF TRANSPORTATION

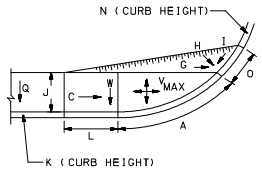
E CHELTENHAM AVE & N PENN ST, PennDOT
Location ID # 17

☐ TYPE 1



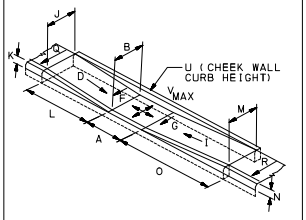
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



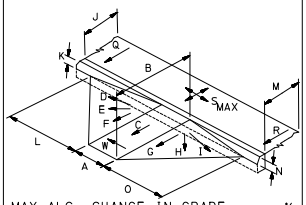
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



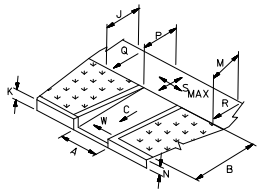
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



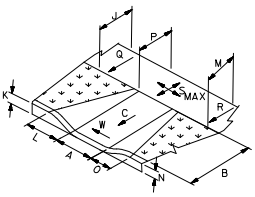
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



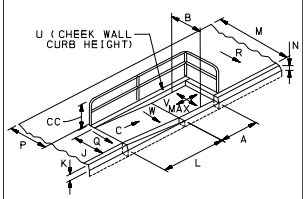
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



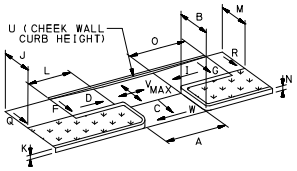
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



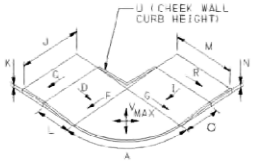
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



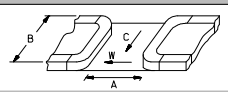
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

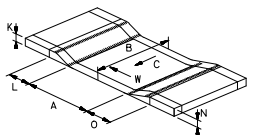
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	75	(IN)	
*	C	5.80	(%)	
*	D	4.90	(%)	
	E	6.10	(%)	
*	F	6.00	(%)	
*	G	4.70	(%)	
	H	6.80	(%)	
*	I	6.90	(%)	
*	J	58	(IN)	
	K	3	(IN)	
	L	42	(IN)	
*	M	57	(IN)	
	N	7	(IN)	
	O	33	(IN)	
*	P	49	(IN)	
*	Q	1.50	(%)	
*	R	7.70	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.30	(%)	
*	EE	0.60	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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DEPARTMENT OF TRANSPORTATION

E CHELTENHAM AVE & N PENN ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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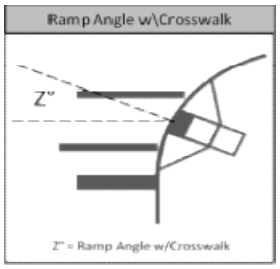
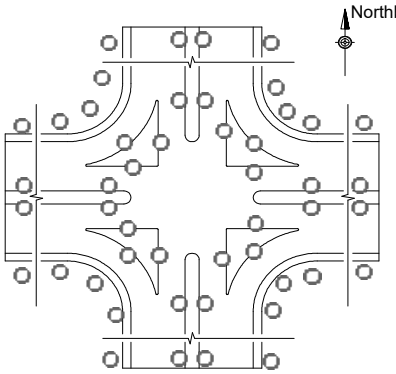
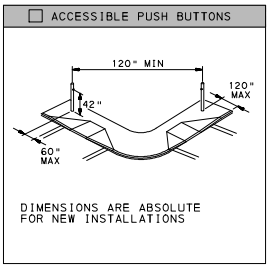
DEPARTMENT OF TRANSPORTATION

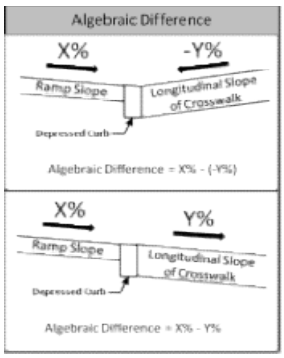
EDMUND ST & OAKMONT ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2024	02	08			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	6.70	%	3.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		20	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	11.5			
Intersection Ramp # of #	1	2				
*Ramp Location (Use Figure Below)	02					
*Curb Ramp Type	Type 1					
*North Leg	OAKMONT	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	EDMUND	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	OAKMONT	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	EDMUND	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-OAKMONTSt-EDMUNDSt-OAKMONTSt-EDMUNDSt-2024-02-08-2-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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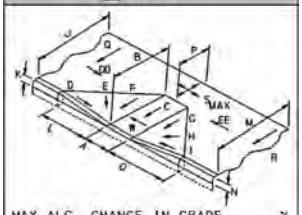
DEPARTMENT OF TRANSPORTATION

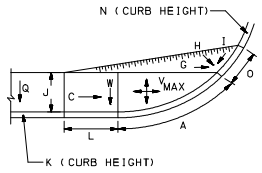
EDMUND ST & OAKMONT ST, PennDOT Location
ID # 2

☐ TYPE 1



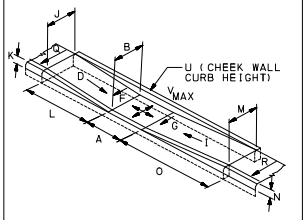
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



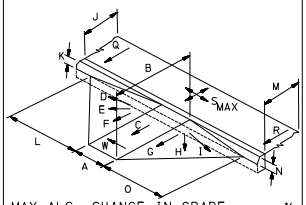
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



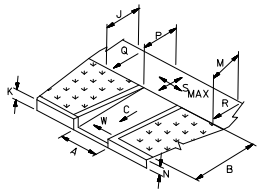
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



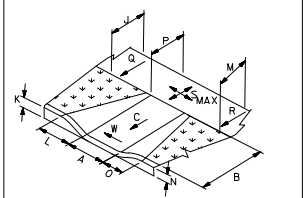
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



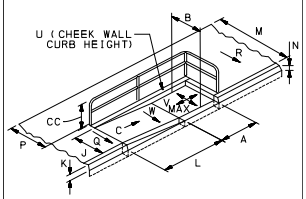
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



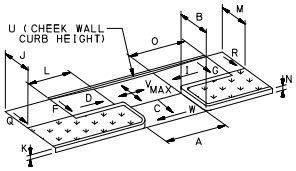
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



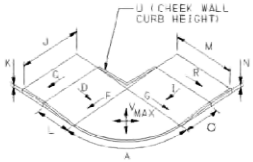
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



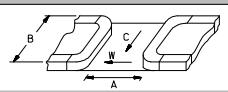
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

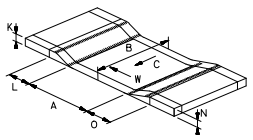
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	24	(IN)	
*	C	4.80	(%)	
*	D	5.50	(%)	
	E	7.80	(%)	
*	F	6.40	(%)	
*	G	4.20	(%)	
	H	9.30	(%)	
*	I	9.20	(%)	
*	J	87	(IN)	
	K	3	(IN)	
	L	47	(IN)	
*	M	85	(IN)	
	N	3	(IN)	
	O	46	(IN)	
*	P	48	(IN)	
*	Q	2.50	(%)	1.50%
*	R	0.20	(%)	
*	S	1.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.70	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	64	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.00	(%)	
*	EE	0.30	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

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DEPARTMENT OF TRANSPORTATION

EDMUND ST & OAKMONT ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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DEPARTMENT OF TRANSPORTATION

Forward Completed Forms to District ADA Coordinators

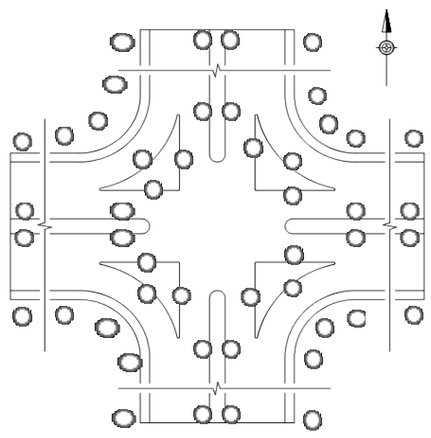
ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

*Facility Type	Complete Section Below to ADD Location to Transition Plan
○ Curb Ramp	*Add Location to Transition Plan ○ Yes ○ No
○ Sidewalk	Suggested Repair
○ Ped. Push Button	Approx. Repair Costs
○ Ped. Signal	Actual Repair Costs
○ Other	Actual Repair
	Date Repaired

Justification for Technically Infeasible	General Information
(check all that apply)	*District:
☐ Limited Right-of-Way	*County:
☐ Existing Utilities	*Township/Boro:
☐ Structures, Buildings, Vaults	Project ECMS #
☐ Historic Areas	
☐ Environmental Areas	**Submitter Information**
☐ Grade Separations	Submitted By: David Dlugosz
☐ Other 1	Submitter Company: City of Phila
☐ Other 2	Street Address
☐ Other 3	City State Zip
☐ Other 4	Telephone
	*Date Submitted: October 19, 2023

Project Information			Location Identification
Project Type			Northbound
☐ Resurfacing Project			Edmund Street
☐ Signal Project			*SR North - Segment, Offset
☐ Widening Project			Edmund Street
☐ Reconstruction			*SR South - Segment, Offset
☐ New Construction (Tech Infeasible normally N/A)			Oakmont Street
☐ Other			*SR East - Segment, Offset
Pedestrian Traffic	○ Yes	○ No	n/a
Pedestrian Trip Generators	○ Yes	○ No	*SR West - Segment,Offset
Safety Concerns	○ Yes	○ No	
R9-3A "No Peds" Signs	○ Yes	○ No	02
Existing Crosswalk	○ Yes	○ No	Location #
Existing Sidewalk	○ Yes	○ No	
Existing Push Buttons	○ Yes	○ No	
ADT			



Investigated design alternatives	Why alternative was not selected
1.)	
2.)	
3.)	

Alternative selected and description of what requirement is not met

It was determined that a 2.0% crosswalk cross slope at this location was no feasible. A 3.2% cross slope was provided

ADA Review Committee Recommendation		ADE of Design Approval Status	
☑ Approved	Minnie Mavis Vazghese 10.20.23	☑ Approved	Sunil Gill 10/20/2023
○ Denied	ADA Review Committee Chair - Date	○ Denied	District ADE of Design - Date

TIF #:

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(Print with a PCL Driver)

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

Investigated Design Alternative #2

Investigated Design Alternative #3

Summary
Due to City of Phila policy, crosswalk cross slopes at stop signs may equal but not exceed the slope of the street approaching the crosswalk. The crosswalk cross slope at ramp #2 was measured at 3.2%, The existing slope of the crosswalk was measured at 5.0%. As such, the 3.2% cross slope should be accepted.

TIF #:	
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

#2
EDMUND & OAKMONT
STABILA
5.0%

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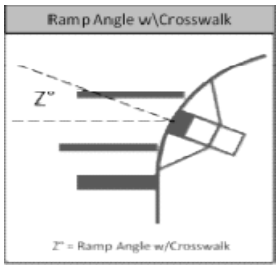
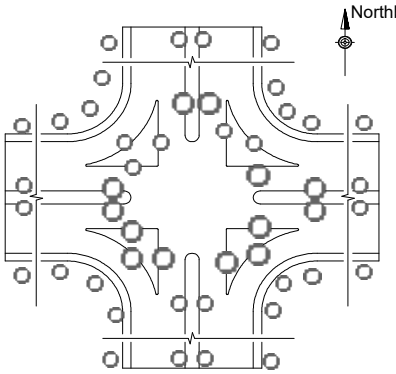
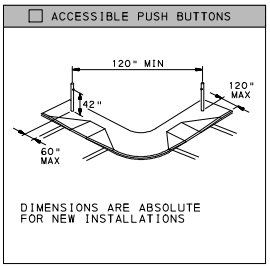
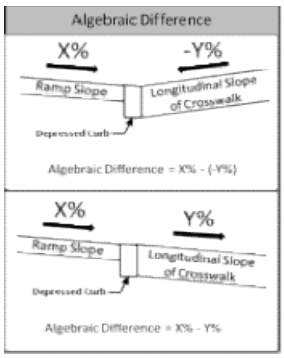
EDMUND ST & OAKMONT ST, PennDOT Location
ID # 19

*Date of Design (yyyy mm dd)	2024	02	08			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		25	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.9			
Intersection Ramp # of #	2	2	25 degrees			
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	OAKMONT	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	EDMUND	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	OAKMONT	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	EDMUND	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-OAKMONTSt-EDMUNDSt-OAKMONTSt-EDMUNDSt-2024-02-08-19-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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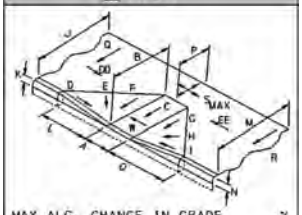
DEPARTMENT OF TRANSPORTATION

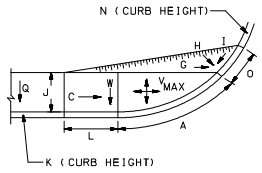
EDMUND ST & OAKMONT ST, PennDOT Location
ID # 19

☐ TYPE 1



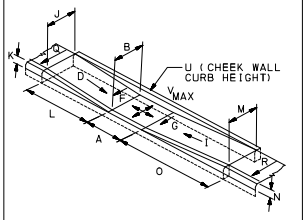
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



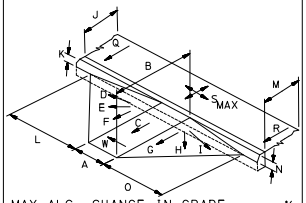
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



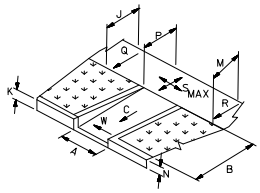
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



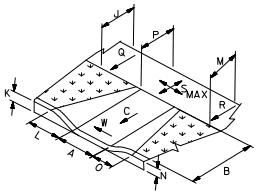
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



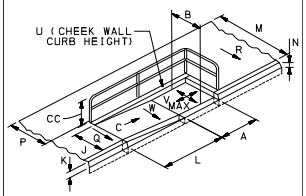
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



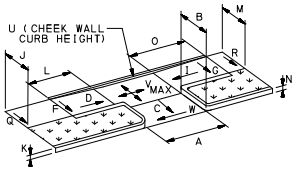
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



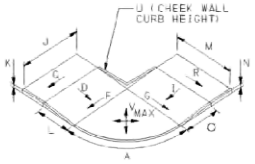
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



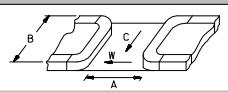
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

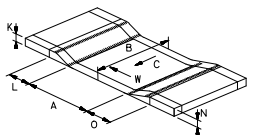
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	36	(IN)	
*	C	7.00	(%)	
*	D	8.80	(%)	
	E	8.10	(%)	
*	F	6.70	(%)	
*	G	6.00	(%)	
	H	6.80	(%)	
*	I	8.00	(%)	
*	J	85	(IN)	
	K	3	(IN)	
	L	42	(IN)	
*	M	82	(IN)	
	N	4	(IN)	
	O	38	(IN)	
*	P	48	(IN)	
*	Q	2.70	(%)	1.45%
*	R	4.20	(%)	2.45%
*	S	1.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	64	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.50	(%)	
*	EE	1.90	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-OAKMONTSt-EDMUNDSt-OAKMONTSt-EDMUNDSt-2024-02-08-19-Type1

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EDMUND ST & OAKMONT ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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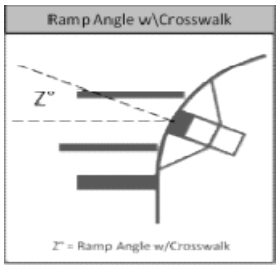
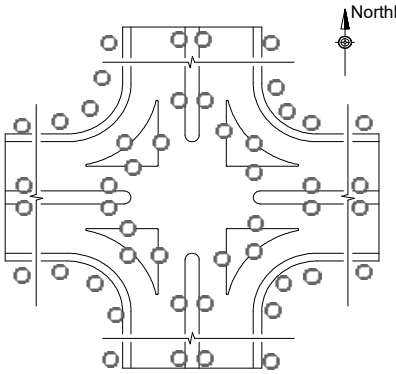
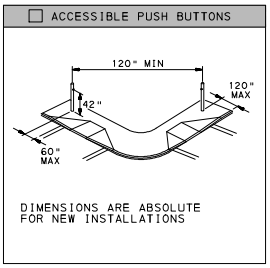
DEPARTMENT OF TRANSPORTATION

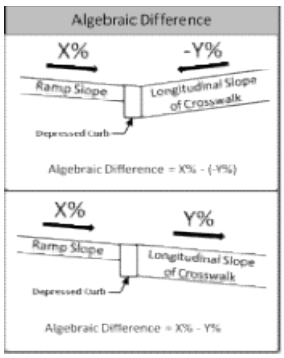
EDMUND ST & LANSING ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2024	02	07		
Designer 1	Nazir Vasquez McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	0.40	%	2.10	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		15	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	8.2		
Intersection Ramp # of #	1	1			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				
*North Leg	LANSING	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	EDMUND	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	LANSING	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	EDMUND	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







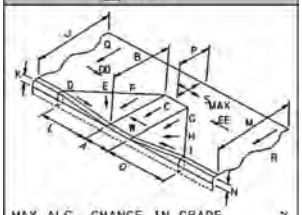


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-LANSINGSt-EDMUNDSt-LANSINGSt-EDMUNDSt-2024-02-07-2-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

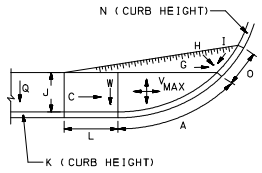
EDMUND ST & LANSING ST, PennDOT Location
ID # 2

☐ TYPE 1



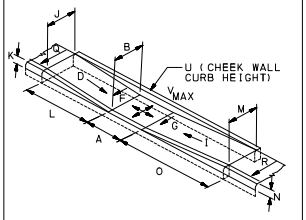
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



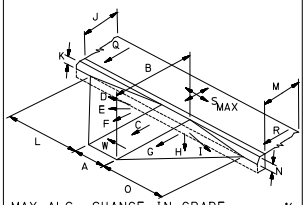
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



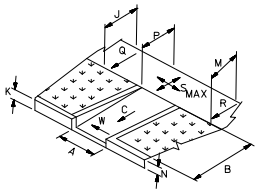
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



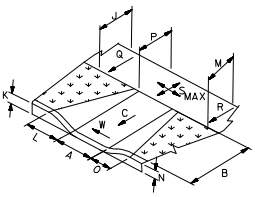
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



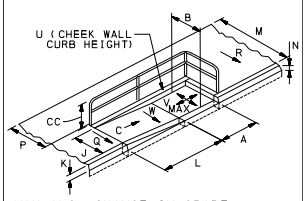
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



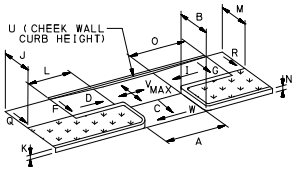
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



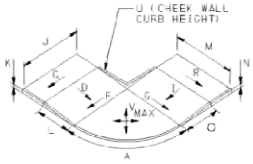
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



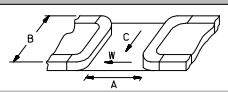
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

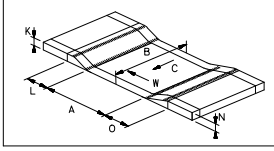
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	24	(IN)	
*	C	7.80	(%)	
*	D	999	(%)	fire hydrant
	E	999	(%)	fire hydrant
*	F	999	(%)	fire hydrant
*	G	7.50	(%)	
	H	10.20	(%)	
*	I	7.80	(%)	
*	J	71	(IN)	
	K	6	(IN)	
	L	44	(IN)	
*	M	90	(IN)	
	N	4	(IN)	
	O	41	(IN)	
*	P	48	(IN)	
*	Q	2.50	(%)	1.25%
*	R	3.20	(%)	2.00%
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	144	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no adjacent stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.20	(%)	
*	EE	1.00	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-LANSINGSt-EDMUNDSt-LANSINGSt-EDMUNDSt-2024-02-07-2-Type1

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DEPARTMENT OF TRANSPORTATION

EDMUND ST & LANSING ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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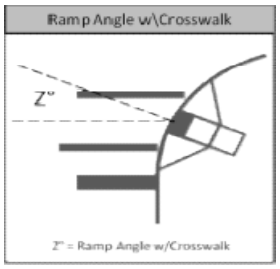
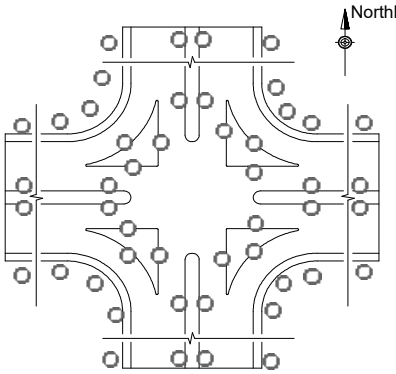
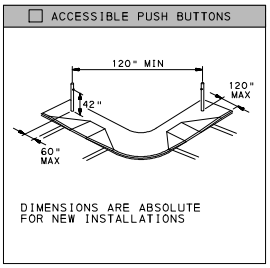
DEPARTMENT OF TRANSPORTATION

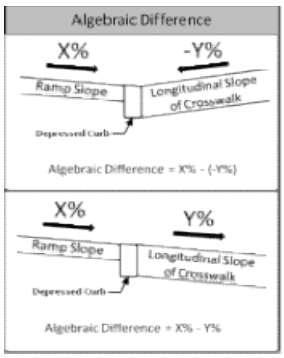
EDMUND ST & LANSING ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2024	02	07		
Designer 1	Nazir Vasquez McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	2.80	%	1.90	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	10.1		
Intersection Ramp # of #	1	1			
*Ramp Location (Use Figure Below)		19			
*Curb Ramp Type	Type 1				
*North Leg	LANSING	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	EDMUND	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	LANSING	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	EDMUND	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-LANSINGSt-EDMUNDSt-LANSINGSt-EDMUNDSt-2024-02-07-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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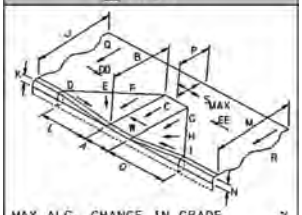
DEPARTMENT OF TRANSPORTATION

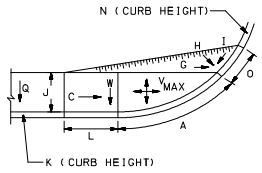
EDMUND ST & LANSING ST, PennDOT Location
ID # 19

☐ TYPE 1



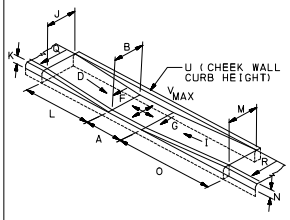
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



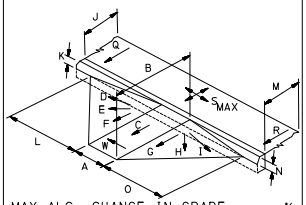
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



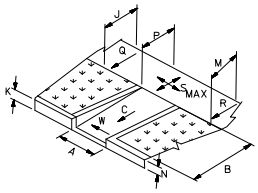
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



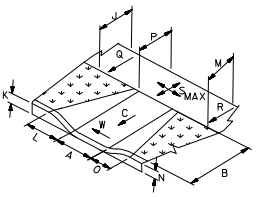
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



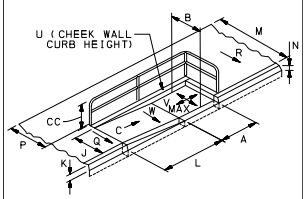
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



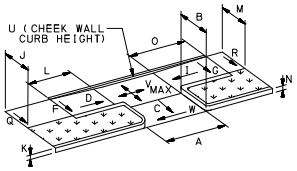
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



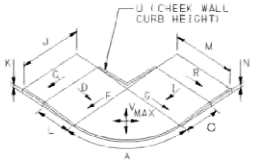
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



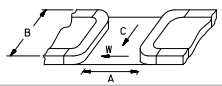
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

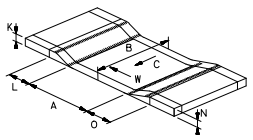
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	24	(IN)	
*	C	7.30	(%)	
*	D	10.00	(%)	
	E	11.50	(%)	
*	F	7.00	(%)	
*	G	5.40	(%)	
	H	7.20	(%)	
*	I	8.80	(%)	
*	J	6	(IN)	54
	K	6	(IN)	
	L	38	(IN)	
*	M	54	(IN)	
	N	5	(IN)	
	O	45	(IN)	
*	P	48	(IN)	
*	Q	5.30	(%)	3.35%
*	R	1.10	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.70	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.10	(%)	
*	EE	4.00	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-LANSINGSt-EDMUNDSt-LANSINGSt-EDMUNDSt-2024-02-07-19-Type1

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DEPARTMENT OF TRANSPORTATION

EDMUND ST & LANSING ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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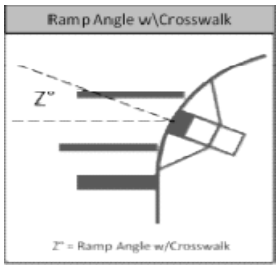
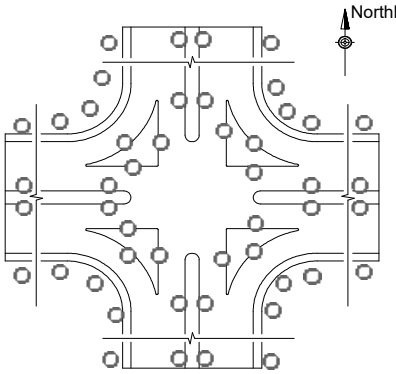
DEPARTMENT OF TRANSPORTATION

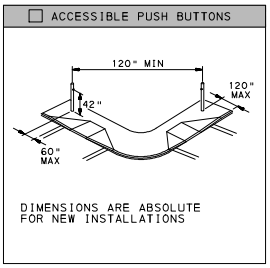
ELLA ST & E WESTMORELAND ST, PennDOT
Location ID # 4

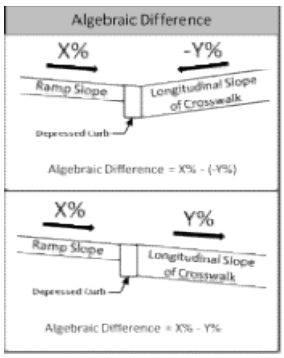
*Date of Design (yyyy mm dd)	2024	06	19			
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.					
Designer 2	Alex Long Bowman Consulting Group Ltd.					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.40	%	1.30	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.0			
Intersection Ramp # of #	1	1				
*Ramp Location (Use Figure Below)		04				
*Curb Ramp Type	Type 1					

*North Leg	ELLA	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	E WESTMORELAND	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	ELLA	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	E WESTMORELAND	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







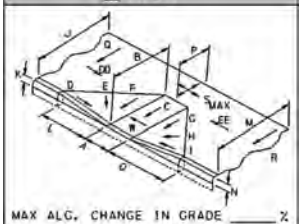


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-ELLASt-EWESTMORELANDSt-ELLASt-EWESTMORELANDSt-2024-06-19-4-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

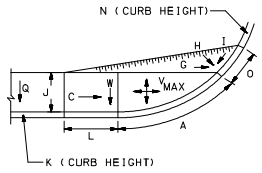
ELLA ST & E WESTMORELAND ST, PennDOT
Location ID # 4

☐ TYPE 1



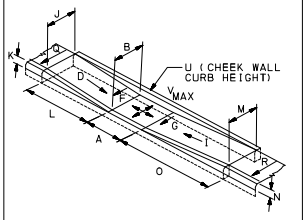
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



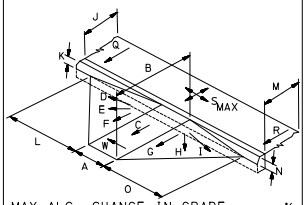
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



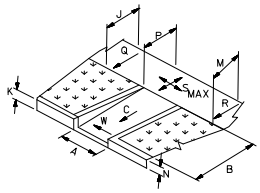
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



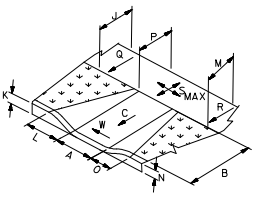
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



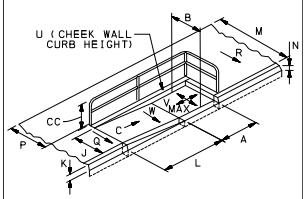
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



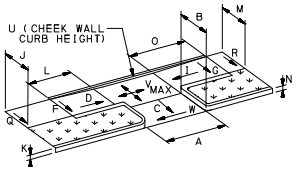
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



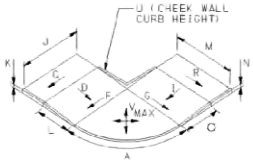
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



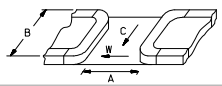
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

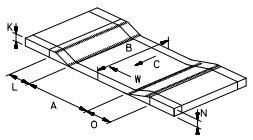
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	26	(IN)	
*	C	7.60	(%)	
*	D	999	(%)	nonwalkable
	E	999	(%)	nonwalkable
*	F	999	(%)	nonwalkable
*	G	7.00	(%)	
	H	9.20	(%)	
*	I	8.80	(%)	
*	J	48	(IN)	
	K	6	(IN)	
	L	36	(IN)	
*	M	48	(IN)	
	N	3	(IN)	
	O	57	(IN)	
*	P	48	(IN)	
*	Q	5.00	(%)	
*	R	3.00	(%)	
*	S	4.10	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	58	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	5.30	(%)	
*	EE	5.80	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-ELLASt-EWESTMORELANDSt-ELLASt-EWESTMORELANDSt-2024-06-19-4-Type1

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ELLA ST & E WESTMORELAND ST, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

E Westmoreland Street and Ella Street	Ramp 04

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Existing curbline slope > 2.00%
- [x] Other 1 — Landing Slope > 2.00%
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Helen Lam, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	1515 Market Street, Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
***Date Submitted:**	June 16, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	● Yes	○ No
Pedestrian Trip Generators	● Yes	○ No
Safety Concerns	● Yes	○ No
R9-3A "No Peds" Signs	● Yes	○ No
Existing Crosswalk	● Yes	○ No
Existing Sidewalk	● Yes	○ No
Existing Push Buttons	○ Yes	● No
ADT		

Location Identification

Northbound

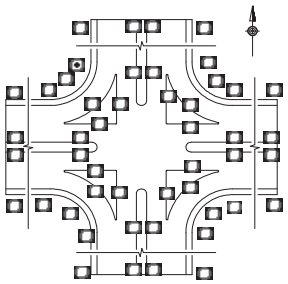
Ella Street — **SR North - Segment*

N/A — **SR South - Segment*

E Westmoreland Street — **SR East - Segment*

E Westmoreland Street — **SR West - Segment*

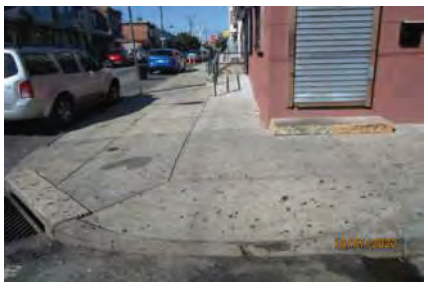
04 — Location #



Investigated design alternatives	Why alternative was not selected
1.) Extend ramp.	Conflict with steps.
2.) Build up further in front of ramp	Would make curb line slope to inlet too high.
3.) Locate Type 1 ramp further south	No justification.

Alternative selected and description of what requirement is not met

A Type 1 curb ramp has been designed at this location. 2.00% curb line slope and 2.00% landing slope was not met due to the existing steps behind the ramp. The ramp has been designed with a curb slope of 2.28% and a landing slope of 4.25%.



ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

12/29/2023 — ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

01/02/2024 — District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Ella Street-N/A-E Westmoreland Street-E Westmoreland Street-4-*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

E Westmoreland Street and Ella Street	Ramp 04

Investigated Design Alternative #1

Technically infeasable because the close proximity to building steps on the corner and inability to adjust the city inlet. In order reduce probable impacts on building accessibilty and ramp access both with reasonable grades, it is necessary to build the ramp such that the curb line cross slope is 2.28% at the ramp and landing slope is 4.25%.

Investigated Design Alternative #2

Consideration was given to build up further in front of the ramp to reduce the curb slope; however building up further would have inreasedthe curb line slope too high and we were unable to manipute the inlet at all.. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to locate the proposed type 1 ramp further to the south; however shifting the curb ramp further to the south would not be justified. As a result of these considerations this alternative was eliminated.

Summary

City of Philadelphia requirements dictate a Type 1 curb curb line slope is no more than 2.00% and has a landing slope of no more than 2.00%. It is technically infeasible to meet this requirement at this location due to the existing building structure and city inlet. The curb line has been designed with a 2.28% slope and a landing of 4.25%. This design provides access to the maximum extent feasible.

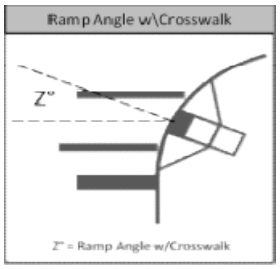
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Ella Street-N/A-E Westmoreland Street-E Westmorel*

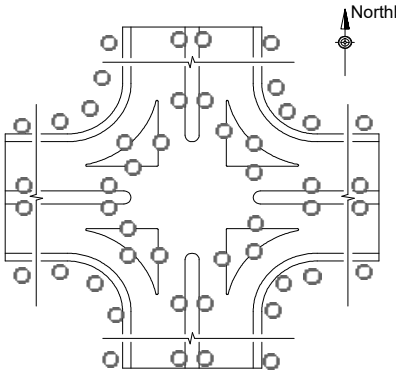
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

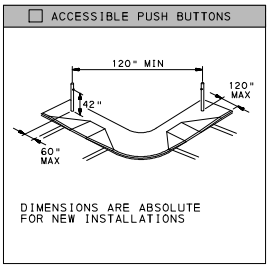
pennsylvania
DEPARTMENT OF TRANSPORTATION

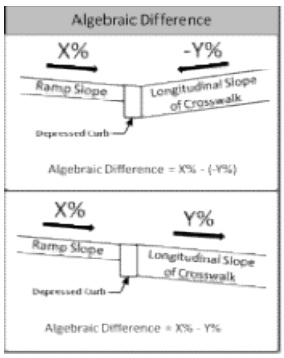
GLENHOPE RD & WALLEY AVE, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2024	05	08			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.50	%	0.40	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.9			
Intersection Ramp # of #		6	6			
*Ramp Location (Use Figure Below)			02			
*Curb Ramp Type	Type 4A					
*North Leg	GLENHOPE	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	WALLEY	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	GLENHOPE	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg	WALLEY	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







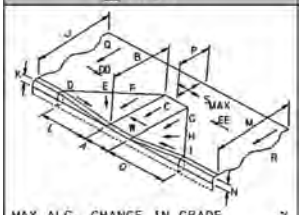


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-GLENHOPERd-WALLEYAve-GLENHOPERd-WALLEYAve-2024-05-08-2-Type4A			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

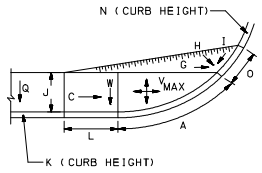
GLENHOPE RD & WALLEY AVE, PennDOT
Location ID # 2

☐ TYPE 1



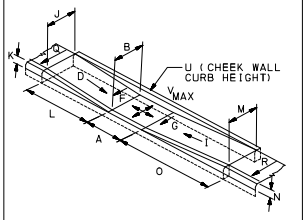
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



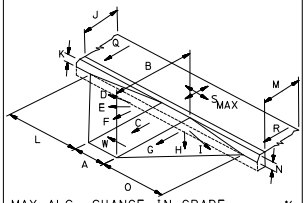
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



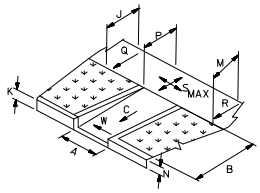
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



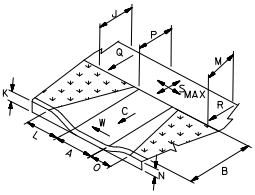
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



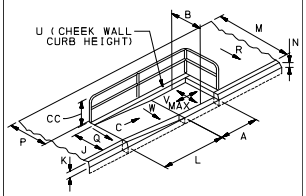
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



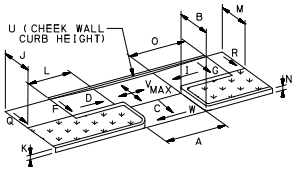
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



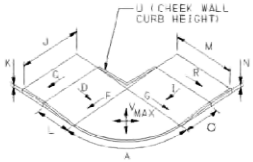
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



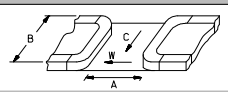
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

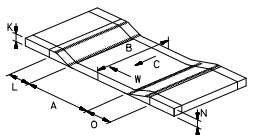
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	36	(IN)
*	C	7.20	(%)
*	D		(%)
	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I		(%)
*	J	48	(IN)
	K	3	(IN)
	L	37	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	31	(IN)
*	P	48	(IN)
*	Q	1.90	(%)
*	R	0.60	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.80	(%)
*	EE	2.50	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

Stop bar exists. Distance to cross

C-06-101-60000-GLENHOPERd-WALLEYAve-GLENHOPERd-WALLEYAve-2024-05-08-2-Type4A

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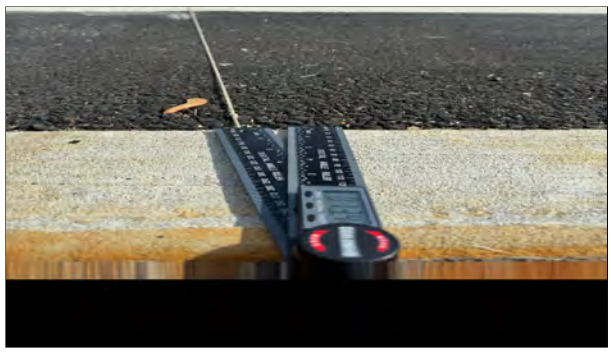
DEPARTMENT OF TRANSPORTATION

GLENHOPE RD & WALLEY AVE, PennDOT Location ID # 2



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

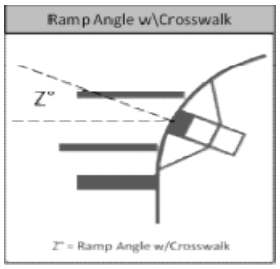
Insert Picture 3

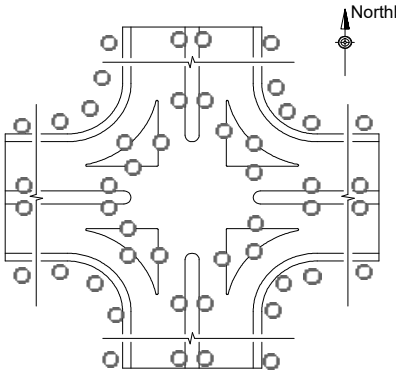
Insert Picture 6

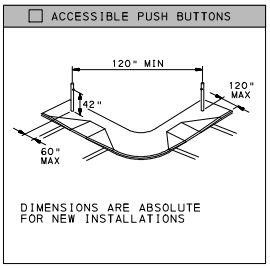
pennsylvania
DEPARTMENT OF TRANSPORTATION

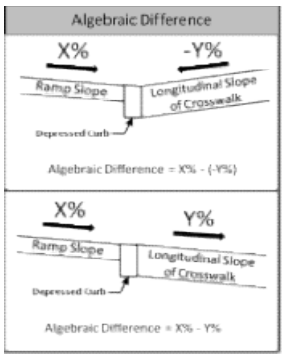
GLENHOPE RD & WALLEY AVE, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)		2024	02	09		
Designer 1		Nazir Vasquez McMahon, a Bowman Company				
Designer 2		Alex Long McMahon, a Bowman Company				
*Engineering District Code		06 - District 6-0				
*County Name		Philadelphia				
*County Code (auto)		101				
*Municipality Name		Philadelphia City				
*Municipality Code (auto)		60000				
Construction Phase		Constructed				
Ramp Crosses		Local Road				
Photo Log Number		N/A				
Number of Photos		1				
Ramp Surface		Concrete				
Surface Stable, Firm, and Slip Resistant		YES				
Elevation Differences > 1/4"		NO		(X/16")		
Grate Openings or Gaps > 1/2"		NO		(X/16")		
Utilities in Path of Travel		NO				
Water Ponding in Path of Travel		NO				
Detectable Warning Surface (DWS)		YES				
DWS type		Cast Iron				
Pedestrian Crossing and Type		YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path		YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp		2.60	%	0.40	%	
Turning Maneuver in Street		NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)		YES	Comments:			
ECMS #		Alg Δ Grade (%)	9.9			
Intersection Ramp # of #		3	6			
*Ramp Location (Use Figure Below)			04			
*Curb Ramp Type	Type 4A					
*North Leg	GLENHOPE	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	WALLEY	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	GLENHOPE	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg	WALLEY	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







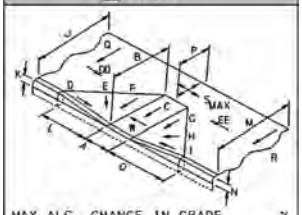


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons		N/A		
Sketch Used To Collect Field Information		No		
Asset # (auto)	C-06-101-60000-GLENHOPERd-WALLEYAve-GLENHOPERd-WALLEYAve-2024-02-09-4-Type4A			
Status	Current			
Archive Ramp at location #:		N/A		
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

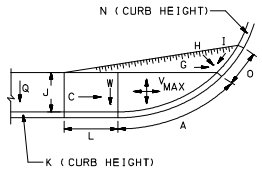
GLENHOPE RD & WALLEY AVE, PennDOT
Location ID # 4

☐ TYPE 1



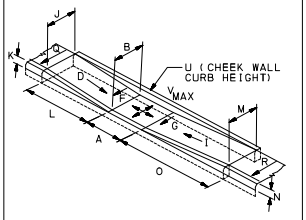
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



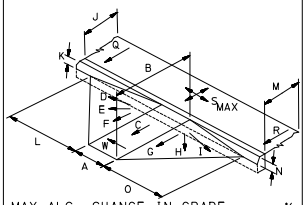
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



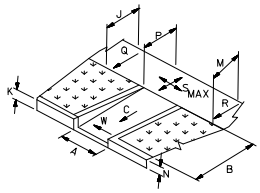
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



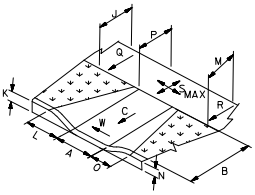
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



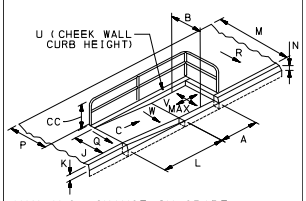
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



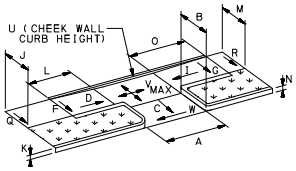
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



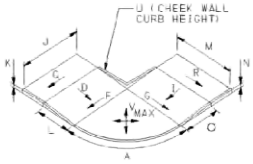
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



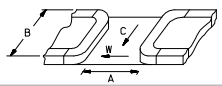
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

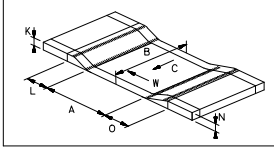
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	36	(IN)	
*	C	7.30	(%)	
*	D		(%)	
	E		(%)	
*	F		(%)	
*	G		(%)	
	H		(%)	
*	I		(%)	
*	J	48	(IN)	
	K	3	(IN)	
	L	32	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	24	(IN)	
*	P	48	(IN)	
*	Q	1.10	(%)	
*	R	2.90	(%)	1.00%
*	S	1.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.80	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	70	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.70	(%)	
*	EE	1.80	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-GLENHOPERd-WALLEYAve-GLENHOPERd-WALLEYAve-2024-02-09-4-Type4A

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DEPARTMENT OF TRANSPORTATION

GLENHOPE RD & WALLEY AVE, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

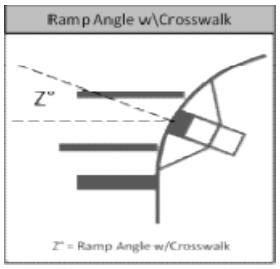
Insert Picture 3

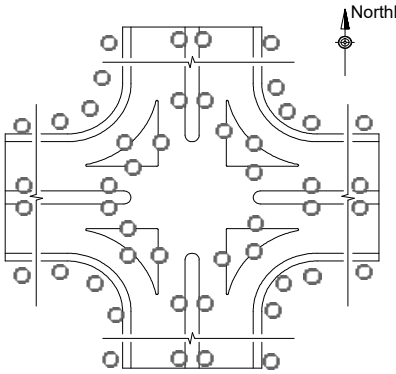
Insert Picture 6

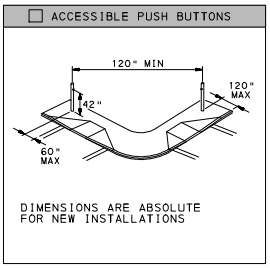
pennsylvania
DEPARTMENT OF TRANSPORTATION

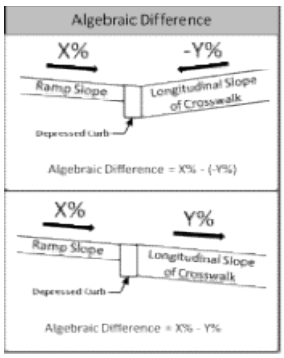
GLENHOPE RD & WALLEY AVE, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2024	05	08			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	4.60	%	0.50	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	11.3			
Intersection Ramp # of #	2	6				
*Ramp Location (Use Figure Below)		07				
*Curb Ramp Type	Type 4A					
*North Leg	GLENHOPE	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	WALLEY	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	GLENHOPE	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg	WALLEY	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







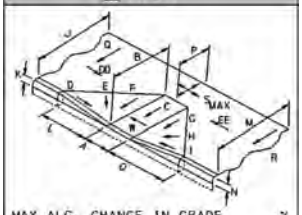


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-GLENHOPERd-WALLEYAve-GLENHOPERd-WALLEYAve-2024-05-08-7-Type4A		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

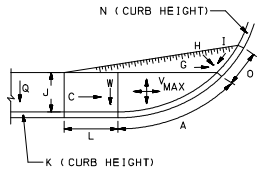
GLENHOPE RD & WALLEY AVE, PennDOT
Location ID # 7

☐ TYPE 1



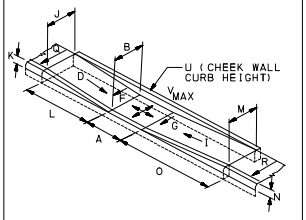
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



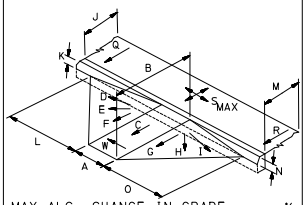
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



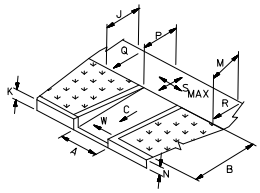
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



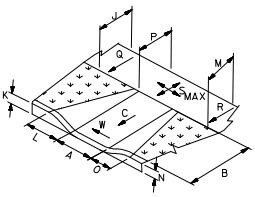
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



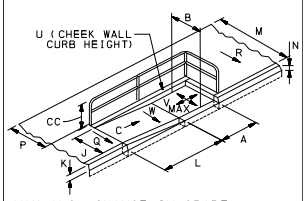
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



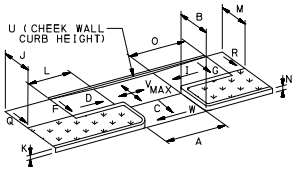
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



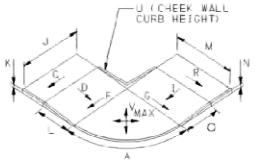
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



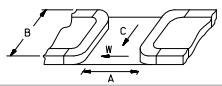
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

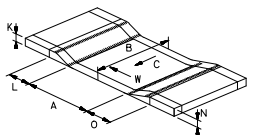
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	36	(IN)
*	C	6.70	(%)
*	D		(%)
	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I		(%)
*	J	48	(IN)
	K	4	(IN)
	L	33	(IN)
*	M	48	(IN)
	N	4	(IN)
	O	28	(IN)
*	P	48	(IN)
*	Q	1.20	(%)
*	R	1.60	(%)
*	S	1.40	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.50	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.80	(%)
*	EE	1.10	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

Stop bar exists. Distance to cross

C-06-101-60000-GLENHOPERd-WALLEYAve-GLENHOPERd-WALLEYAve-2024-05-08-7-Type4A

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DEPARTMENT OF TRANSPORTATION

GLENHOPE RD & WALLEY AVE, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

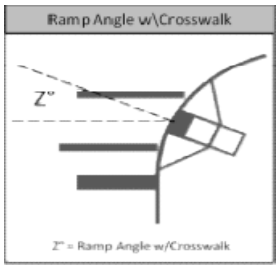
Insert Picture 3

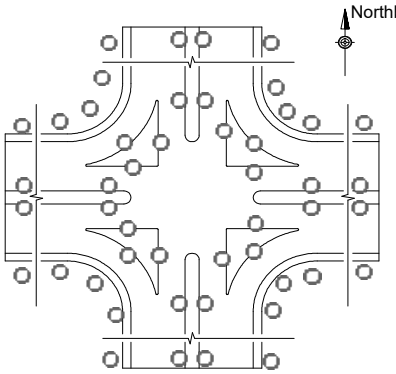
Insert Picture 6

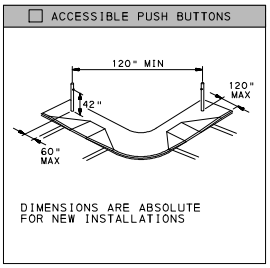
pennsylvania
DEPARTMENT OF TRANSPORTATION

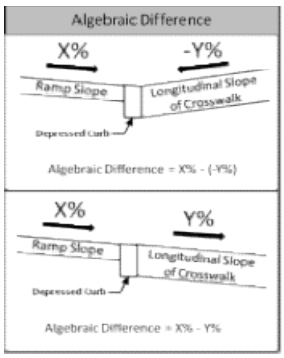
GLENHOPE RD & WALLEY AVE, PennDOT Location
ID # 14

*Date of Design (yyyy mm dd)	2024	02	09			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	4.40	%	1.70	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	11.4			
Intersection Ramp # of #	1	6				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 4A					
*North Leg	GLENHOPE	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	WALLEY	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	GLENHOPE	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg	WALLEY	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







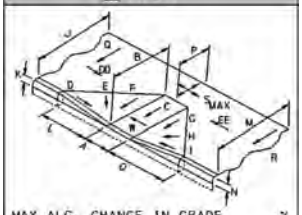


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-GLENHOPERd-WALLEYAve-GLENHOPERd-WALLEYAve-2024-02-09-14-Type4A			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

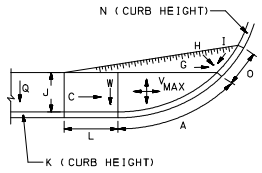
GLENHOPE RD & WALLEY AVE, PennDOT
Location ID # 14

☐ TYPE 1



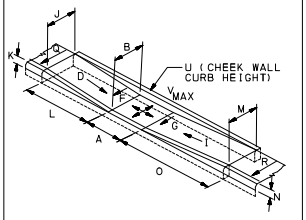
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



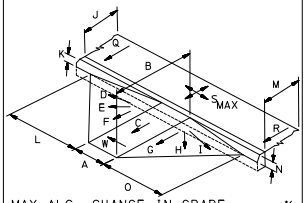
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



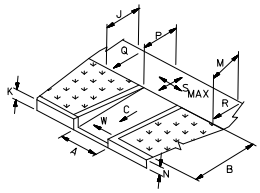
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



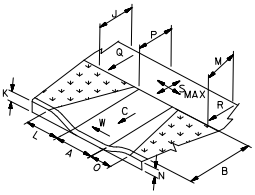
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



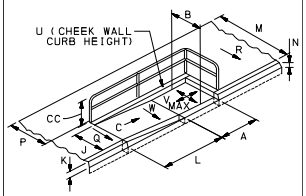
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



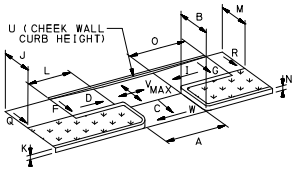
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



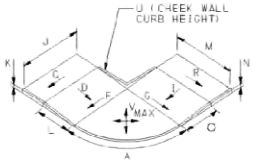
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



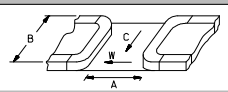
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

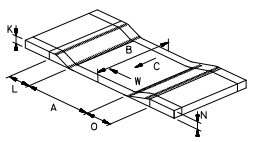
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	34	(IN)
*	C	7.00	(%)
*	D		(%)
	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I		(%)
*	J	48	(IN)
	K	4	(IN)
	L	24	(IN)
*	M	48	(IN)
	N	4	(IN)
	O	22	(IN)
*	P	48	(IN)
*	Q	1.50	(%)
*	R	1.60	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.60	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.70	(%)
*	EE	0.80	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments ▲

C-06-101-60000-GLENHOPERd-WALLEYAve-GLENHOPERd-WALLEYAve-2024-02-09-14-Type4A

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DEPARTMENT OF TRANSPORTATION

GLENHOPE RD & WALLEY AVE, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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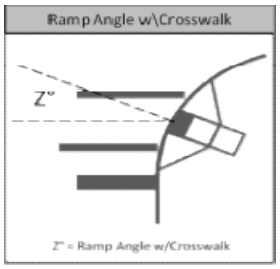
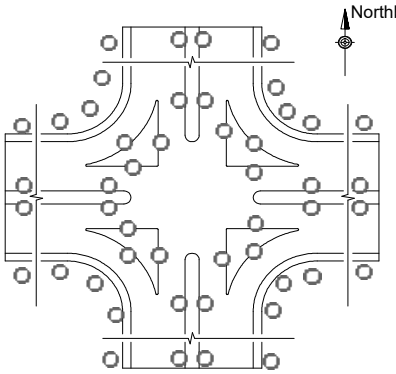
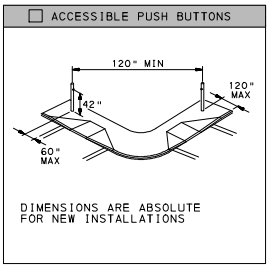
DEPARTMENT OF TRANSPORTATION

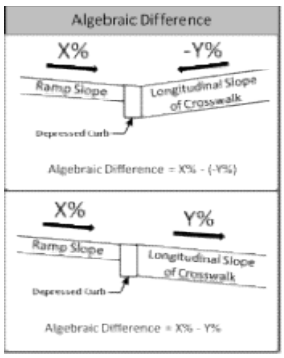
GLENHOPE RD & WALLEY AVE, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2024	05	08			
Designer 1	Nazir Vasquez McMahon, a Boman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	4.00	%	0.90	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	11.7			
Intersection Ramp # of #	4	6				
*Ramp Location (Use Figure Below)	17					
*Curb Ramp Type	Type 4A					
*North Leg	GLENHOPE	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	WALLEY	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	GLENHOPE	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg	WALLEY	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







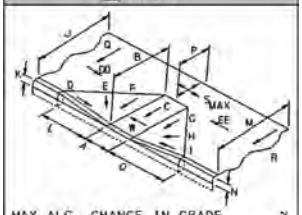


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-GLENHOPERd-WALLEYAve-GLENHOPERd-WALLEYAve-2024-05-08-17-Type4A		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

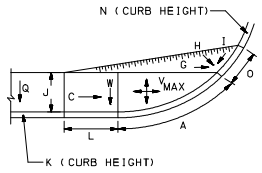
GLENHOPE RD & WALLEY AVE, PennDOT
Location ID # 17

☐ TYPE 1



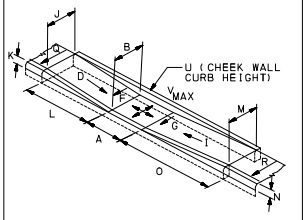
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



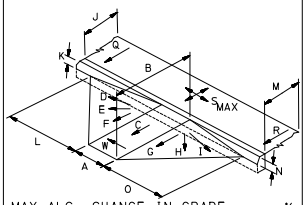
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



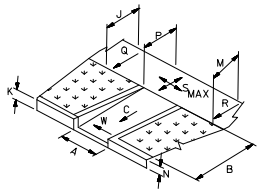
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



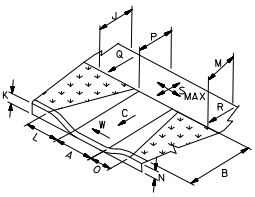
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



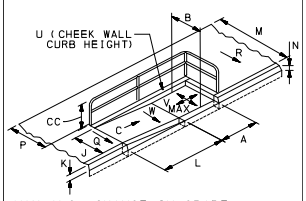
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



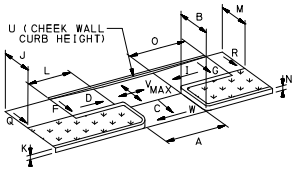
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



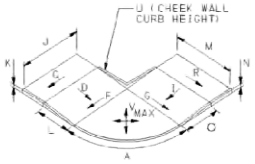
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



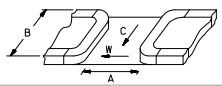
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

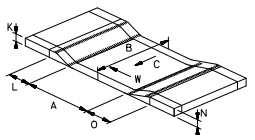
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	36	(IN)	
*	C	7.70	(%)	
*	D		(%)	
	E		(%)	
*	F		(%)	
*	G		(%)	
	H		(%)	
*	I		(%)	
*	J	48	(IN)	
	K	3	(IN)	
	L	24	(IN)	
*	M	48	(IN)	
	N	3	(IN)	
	O	24	(IN)	
*	P	48	(IN)	
*	Q	0.30	(%)	
*	R	0.40	(%)	
*	S	1.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	Stopbar exists. Distance to cross
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.50	(%)	
*	EE	2.80	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-GLENHOPERd-WALLEYAve-GLENHOPERd-WALLEYAve-2024-05-08-17-Type4A

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DEPARTMENT OF TRANSPORTATION

GLENHOPE RD & WALLEY AVE, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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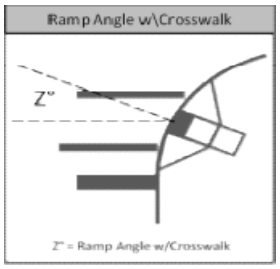
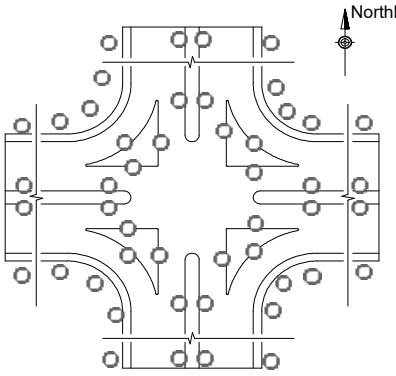
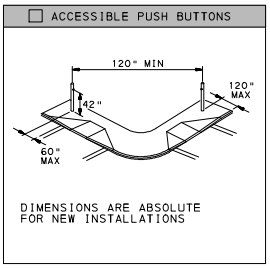
DEPARTMENT OF TRANSPORTATION

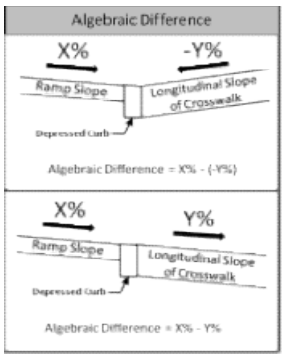
GLENHOPE RD & WALLEY AVE, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2024	05	08			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	6.10	%	1.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	13.2			
Intersection Ramp # of #	5	6				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 4A					
*North Leg	GLENHOPE	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	WALLEY	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	GLENHOPE	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg	WALLEY	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







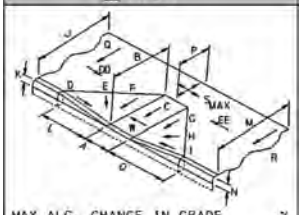


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-GLENHOPERd-WALLEYAve-GLENHOPERd-WALLEYAve-2024-05-08-19-Type4A		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

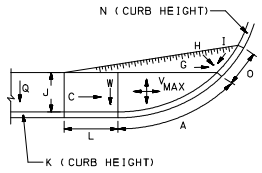
GLENHOPE RD & WALLEY AVE, PennDOT
Location ID # 19

☐ TYPE 1



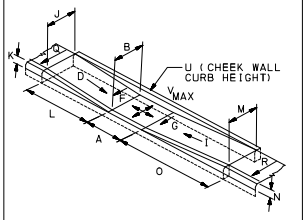
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



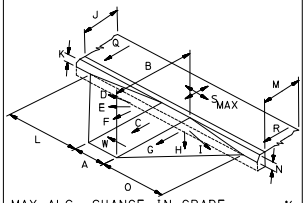
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



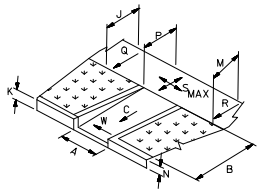
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



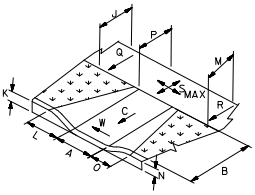
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



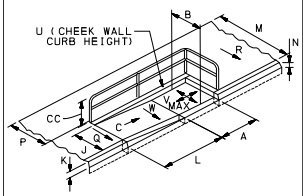
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



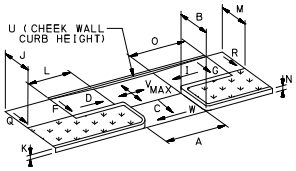
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



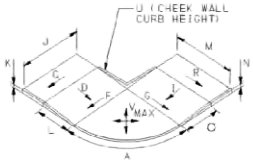
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



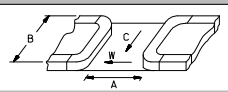
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

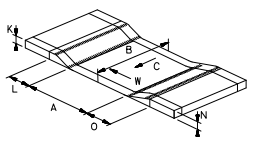
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	38	(IN)
*	C	7.10	(%)
*	D		(%)
	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I		(%)
*	J	48	(IN)
	K	5	(IN)
	L	24	(IN)
*	M	48	(IN)
	N	4	(IN)
	O	24	(IN)
*	P	48	(IN)
*	Q	1.00	(%)
*	R	0.30	(%)
*	S	1.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	60	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.90	(%)
*	EE	7.80	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

pennsylvania
DEPARTMENT OF TRANSPORTATION

GLENHOPE RD & WALLEY AVE, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

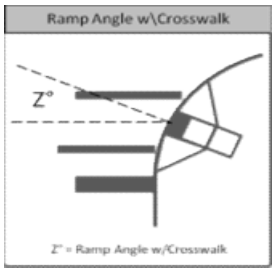
Insert Picture 3

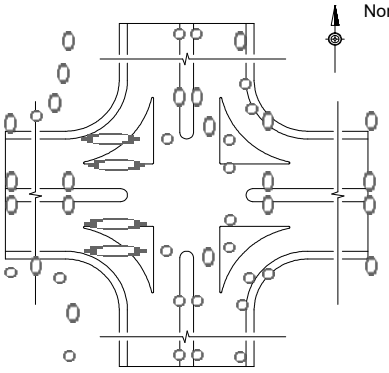
Insert Picture 6

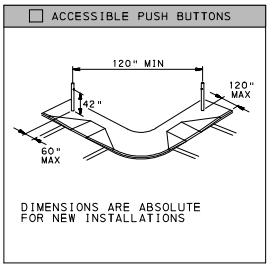
pennsylvania DEPARTMENT OF TRANSPORTATION

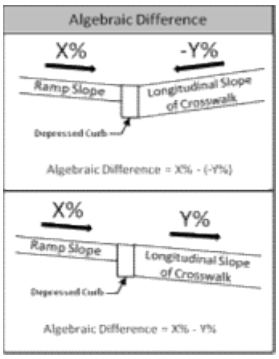
HARROW RD & MODENA DR, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2024	02	20			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.50	%	0.70	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	5.2			
Intersection Ramp # of #		1	2			
*Ramp Location (Use Figure Below)			14			
*Curb Ramp Type	Type 4A					
*North Leg	HARROW	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	MODENA	(segment)	(offset)			
*East Leg Desc.	Dr					
*South Leg	HARROW	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg	MODENA	(segment)	(offset)			
*West Leg Desc.	Dr					
Ramp Coordinates	Latitude					
	Longitude					







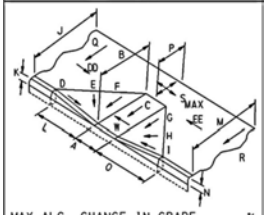


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-HARROWRd-MODENADr-HARROWRd-MODENADr-2024-02-20-14-Type4A			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

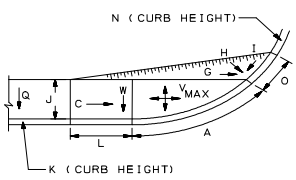
HARROW RD & MODENA DR, PennDOT Location
ID # 14

☐ TYPE 1



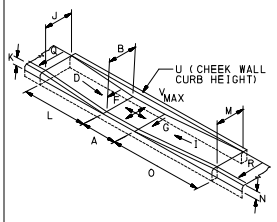
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



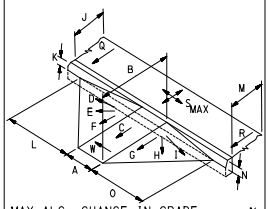
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



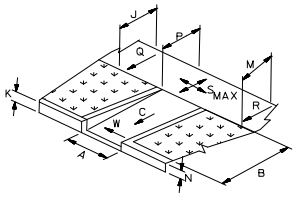
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



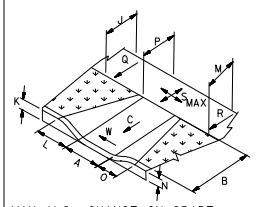
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



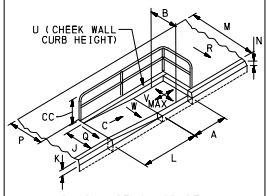
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



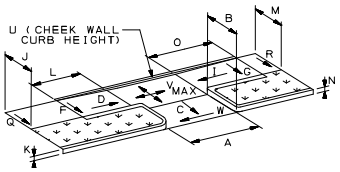
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



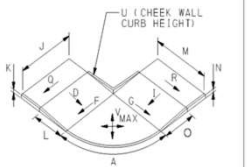
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



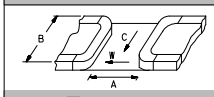
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

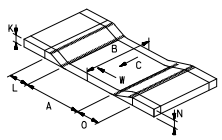
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	32	(IN)
*	C	4.70	(%)
*	D		(%)
	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I		(%)
*	J	48	(IN)
	K	4	(IN)
	L	26	(IN)
*	M	48	(IN)
	N	7	(IN)
	O	24	(IN)
*	P	48	(IN)
*	Q	3.80	(%)
*	R	0.40	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.10	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	72	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	4.30	(%)
*	EE	6.20	(%)

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments

C-06-101-60000-HARROWRd-MODENADr-HARROWRd-MODENADr-2024-02-20-14-Type4A

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DEPARTMENT OF TRANSPORTATION

HARROW RD & MODENA DR, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

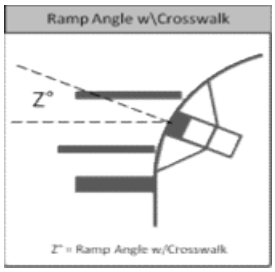
Insert Picture 3

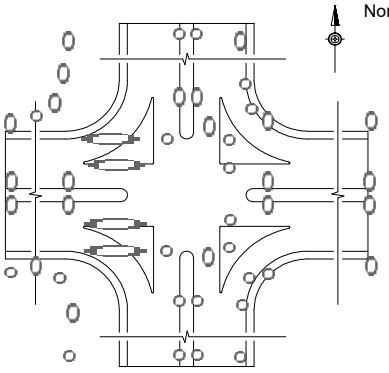
Insert Picture 6

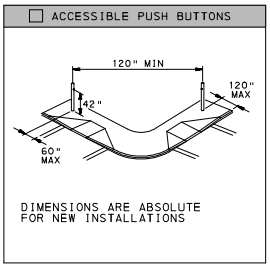
pennsylvania DEPARTMENT OF TRANSPORTATION

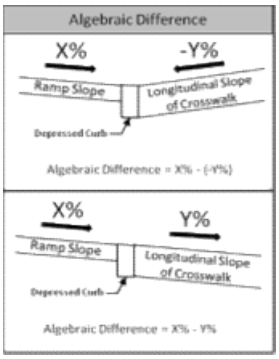
HARROW RD & MODENA DR, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2024	02	20			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	5.60	%	2.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		5	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	10.8			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 4A					
*North Leg	HARROW	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	MODENA	(segment)	(offset)			
*East Leg Desc.	Dr					
*South Leg	HARROW	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg	MODENA	(segment)	(offset)			
*West Leg Desc.	Dr					
Ramp Coordinates	Latitude					
	Longitude					







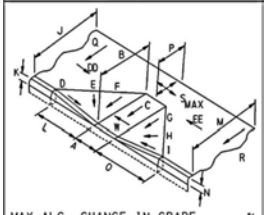


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-HARROWRd-MODENADr-HARROWRd-MODENADr-2024-02-20-17-Type4A			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)			

pennsylvania DEPARTMENT OF TRANSPORTATION

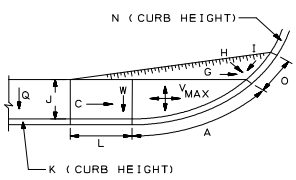
HARROW RD & MODENA DR, PennDOT Location
ID # 17

☐ TYPE 1



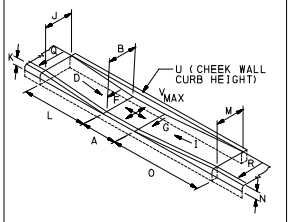
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



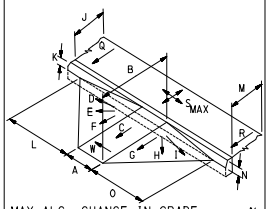
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



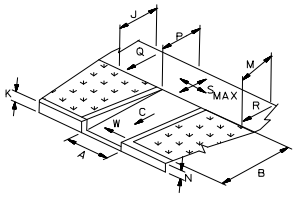
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



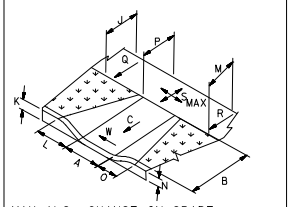
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



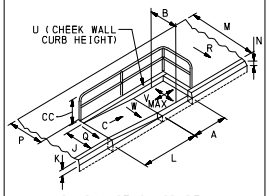
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



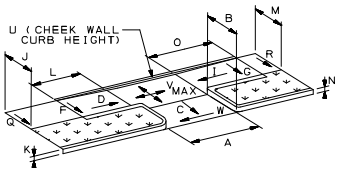
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



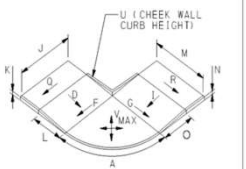
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



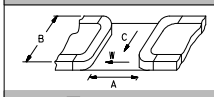
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

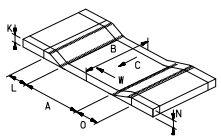
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	32	(IN)	
*	C	5.20	(%)	
*	D		(%)	
	E		(%)	
*	F		(%)	
*	G		(%)	
	H		(%)	
*	I		(%)	
*	J	60	(IN)	
	K	4	(IN)	
	L	24	(IN)	
*	M	60	(IN)	
	N	4	(IN)	
	O	27	(IN)	
*	P	52	(IN)	
*	Q	6.60	(%)	
*	R	2.80	(%)	
*	S	3.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	3.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	7.70	(%)	
*	EE	0.90	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

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HARROW RD & MODENA DR, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Modena Drive and Harrow Road	Ramp 17

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	☐ Yes ☐ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Helen Lam, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	1515 Market Street,Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
***Date Submitted:**	January 3, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	◉ Yes	○ No
Pedestrian Trip Generators	◉ Yes	○ No
Safety Concerns	◉ Yes	○ No
R9-3A "No Peds" Signs	○ Yes	◉ No
Existing Crosswalk	◉ Yes	○ No
Existing Sidewalk	◉ Yes	○ No
Existing Push Buttons	○ Yes	◉ No

ADT

Location Identification

N/A
**SR North - Segment*

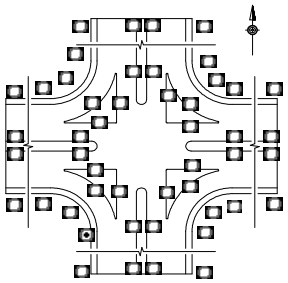
Harrow Road
**SR South - Segment*

Modena Drive
**SR East - Segment*

Modena Drive
**SR West - Segment*

17
Location #

Northbound



Investigated design alternatives	Why alternative was not selected
1) Type 4A curb ramp	Curbline slopes consistently exceed 2.00%
2) Type 4A curb ramp	Curbline slopes consistently exceed 2.00%
3) Extend Ramp	Conflict with exisiting hedge

Alternative selected and description of what requirement is not met

A type 4a curb ramp is designed at this location. The following requirement(s) are not met: maximum ramp cross slope of 2.00%, and maximum landing slope of 2.00%, The ramp has been designed with a maximum ramp cross slope and landing slope of 4.14%.

ADA Review Committee Recommendation

☑ Approved
☐ Denied

Minnu Marie Varghese
ADA Review Committee Chair - Date
8.11.23

ADE of Design Approval Status

☑ Approved
☐ Denied

Sunil Gill 8/11/23
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-N/A-Harrow Road-Modena Drive-Modena Drive-17-44929*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Modena Drive and Harrow Road	Ramp 17

Investigated Design Alternative #1

Consideration was given to locate the proposed type 4A ramp further to the north, however existing curbline slopes were measured and found to consistently exceed 2.00% along Harrow Road. Since the adverse curbline slope cannot be improved by locating the ramp further to the north, the ramp is proposed to be located at a point along the curbline to provide for a more desireable alignment with the ramp proposed in position 14. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 4A ramp further to the south, however existing curbline slopes were measured and found to consistently exceed 2.00% along the Harrow Road. Since the adverse curbline slope cannot be improved by locating the ramp further to the south, the ramp is proposed to be located at a point along the curbline to provide for a more desireable alignment with the ramp proposed in position 14. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to extend the proposed type 4A ramp. However, existing hedge limits the extent to which the ramp can be extended. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that Type 4A curb ramps have a maximum cross slope of 2.00% and a maximum landing slope of 2.00%. It is technically infeasible to meet the cross slope and landing slope requirements because the existing curbline slope consistently exceeds 2.00%. The ramp has been designed with a maximum ramp cross slope and landing slope of 4.14%. This design provides access to the maximum extent feasible.

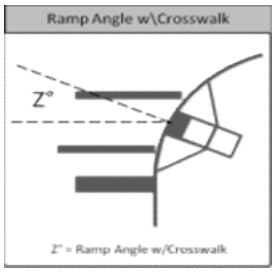
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-N/A-Harrow Road-Modena Drive-Modena Drive-17-44*

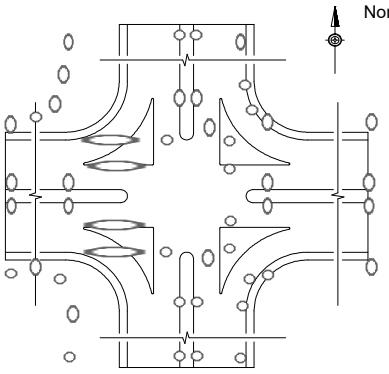
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

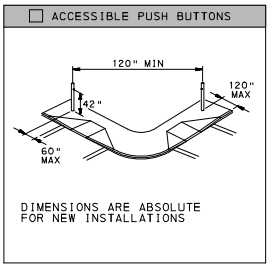
pennsylvania DEPARTMENT OF TRANSPORTATION

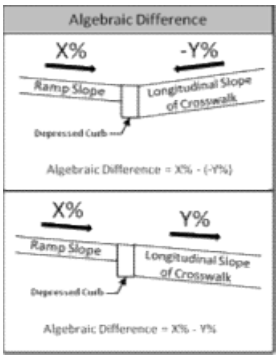
HASBROOK AVE & LARDNER ST, PennDOT
Location ID # 12

*Date of Design (yyyy mm dd)	2024	02	15		
Designer 1	Nazir Vasquez McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.50	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	9.6		
Intersection Ramp # of #	1	2			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				
*North Leg	HASBROOK	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	LARDNER	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	HASBROOK	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	LARDNER	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-HASBROOKAve-LARDNERSt-HASBROOKAve-LARDNERSt-2024-02-15-12-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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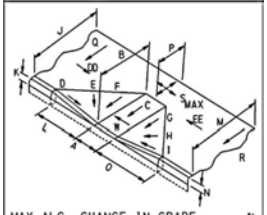
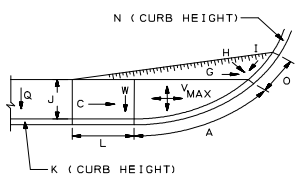
HASBROOK AVE & LARDNER ST, PennDOT
Location ID # 12

☐ TYPE 1



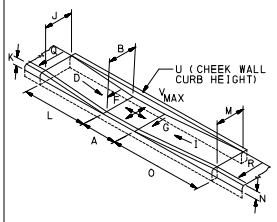
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



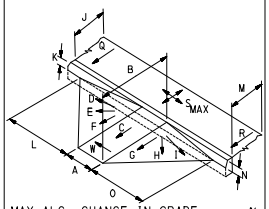
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



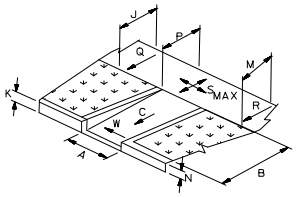
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



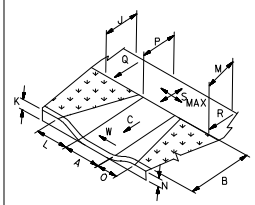
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



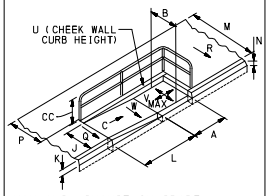
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



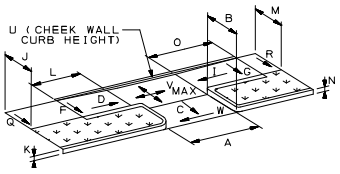
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



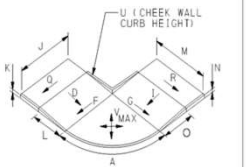
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



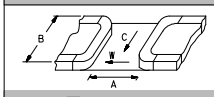
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

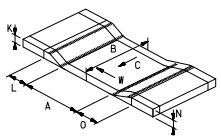
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	61	(IN)	
*	C	7.60	(%)	
*	D	999	(%)	unwalkable, no sidewalk
	E	999	(%)	unwalkable, no sidewalk
*	F	999	(%)	unwalkable, no sidewalk
*	G	8.30	(%)	
	H	10.20	(%)	
*	I	9.50	(%)	
*	J	999	(IN)	no sidewalk
	K	8	(IN)	
	L	27	(IN)	
*	M	999	(IN)	no sidewalk
	N	3	(IN)	
	O	41	(IN)	
*	P	48	(IN)	
*	Q	999	(%)	no sidewalk
*	R	999	(%)	no sidewalk
*	S	1.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	144	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	999.00	(%)	no sidewalk
*	EE	999.00	(%)	no sidewalk

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-HASBROOKAve-LARDNERSt-HASBROOKAve-LARDNERSt-2024-02-15-12-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

HASBROOK AVE & LARDNER ST, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

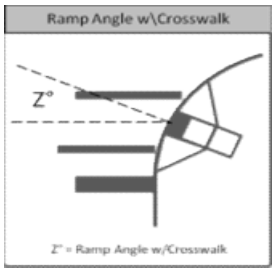
Insert Picture 3

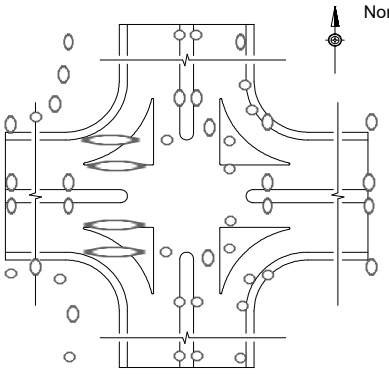
Insert Picture 6

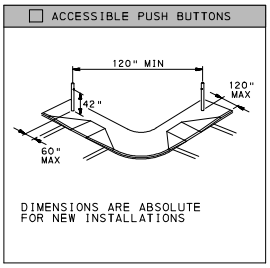
pennsylvania DEPARTMENT OF TRANSPORTATION

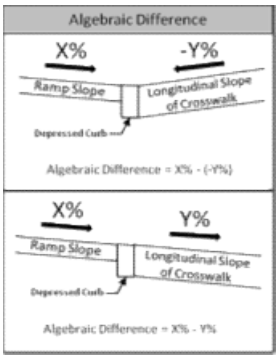
HASBROOK AVE & LARDNER ST, PennDOT
Location ID # 14

*Date of Design (yyyy mm dd)	2024	02	15		
Designer 1	Nazir Vasquez McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	0.20	%	0.60	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	5.0		
Intersection Ramp # of #	2	2			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg	HASBROOK	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	LARDNER	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	HASBROOK	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	LARDNER	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-HASBROOKAve-LARDNERSt-HASBROOKAve-LARDNERSt-2024-02-15-14-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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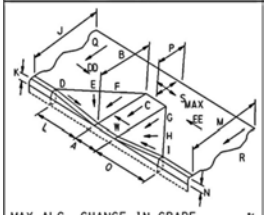
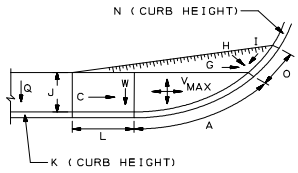
HASBROOK AVE & LARDNER ST, PennDOT
Location ID # 14

☐ TYPE 1



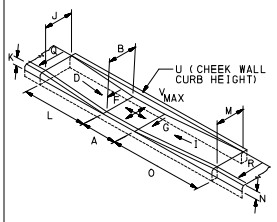
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



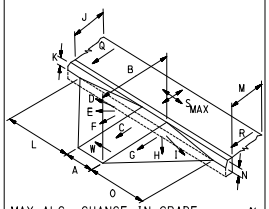
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



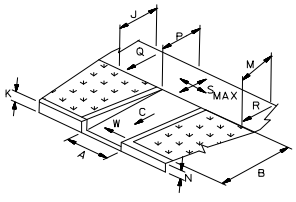
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



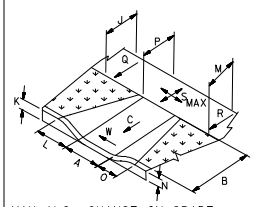
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



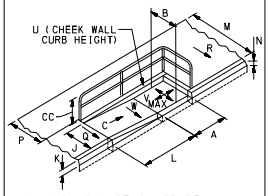
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



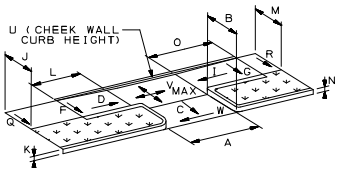
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



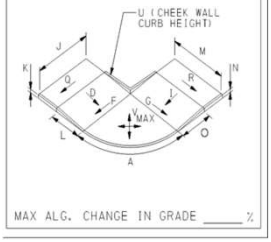
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



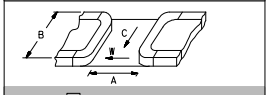
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

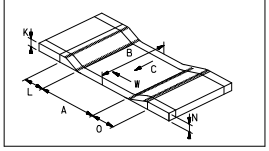
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	67	(IN)	
*	C	4.80	(%)	
*	D	10.00	(%)	
	E	8.50	(%)	
*	F	4.20	(%)	
*	G	999	(%)	rolled flare
	H	999	(%)	rolled flare
*	I	999	(%)	rolled flare
*	J	999	(IN)	no sidewalk
	K	3	(IN)	
	L	34	(IN)	
*	M	999	(IN)	no sidewalk
	N	7	(IN)	
	O	25	(IN)	
*	P	999	(IN)	no sidewalk
*	Q	999	(%)	no sidewalk
*	R	999	(%)	no sidewalk
*	S	1.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	2.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	60	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	999.00	(%)	no sidewalk
*	EE	999.00	(%)	no sidewalk

DWS Transition Strip	YES	
DWS Transition Strip Slope (FF)	2.00	(%)

C-06-101-60000-HASBROOKAve-LARDNERSt-HASBROOKAve-LARDNERSt-2024-02-15-14-Type1

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HASBROOK AVE & LARDNER ST, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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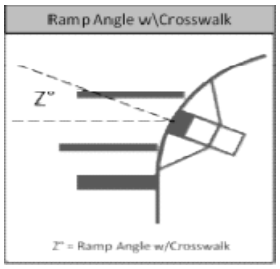
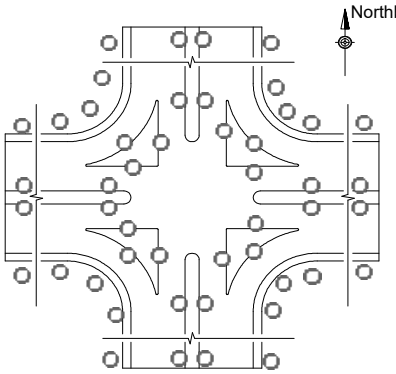
DEPARTMENT OF TRANSPORTATION

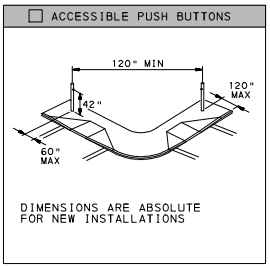
HOPE ST & W ONTARIO ST, PennDOT Location ID # 7

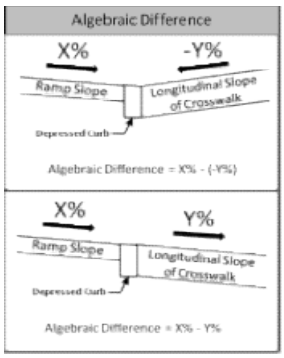
*Date of Design (yyyy mm dd)	2024	06	19		
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.				
Designer 2	Alex Long Bowman Consulting Group Ltd.				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.20	%	1.00	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	7.9		
Intersection Ramp # of #	1	1			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				

*North Leg	HOPE	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	W ONTARIO	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	HOPE	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	W ONTARIO	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-HOPESt-WONTARIOSt-HOPESt-WONTARIOSt-2024-06-19-7-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

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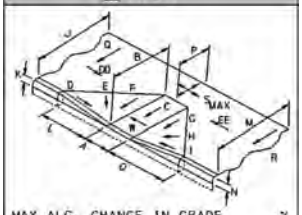
DEPARTMENT OF TRANSPORTATION

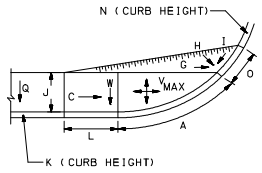
HOPE ST & W ONTARIO ST, PennDOT Location
ID # 7

☐ TYPE 1



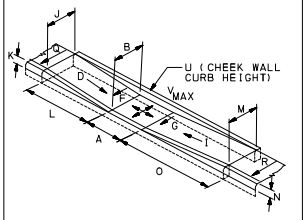
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



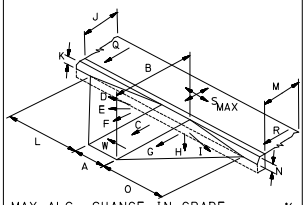
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



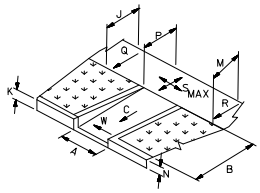
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



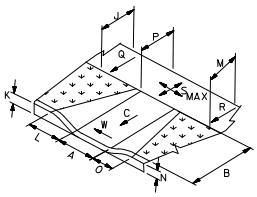
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



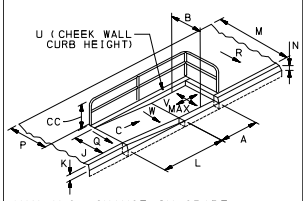
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



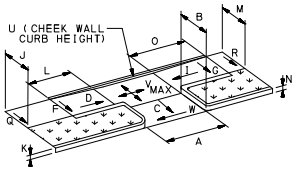
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



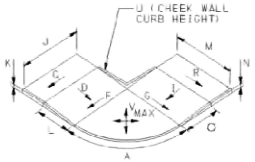
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



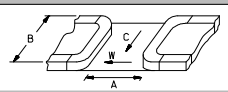
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

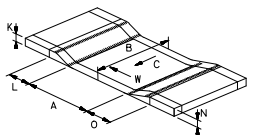
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	26	(IN)	
*	C	5.70	(%)	
*	D	999	(%)	nonwalkable
	E	999	(%)	nonwalkable
*	F	999	(%)	nonwalkable
*	G	999	(%)	nonwalkable
	H	999	(%)	nonwalkable
*	I	999	(%)	nonwalkable
*	J	48	(IN)	
	K	4	(IN)	
	L	39	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	38	(IN)	
*	P	48	(IN)	
*	Q	2.50	(%)	
*	R	3.20	(%)	
*	S	1.60	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	168	(IN)	
*	Z		(IN)	
*	ZZ	63	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	5.10	(%)	
*	EE	0.40	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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DEPARTMENT OF TRANSPORTATION

HOPE ST & W ONTARIO ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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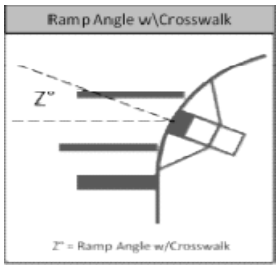
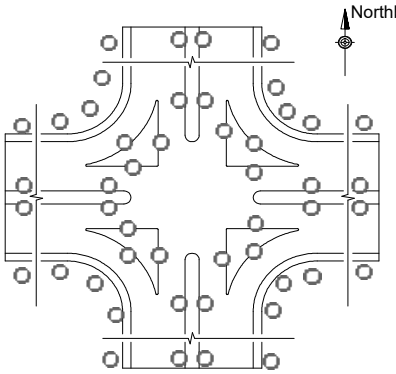
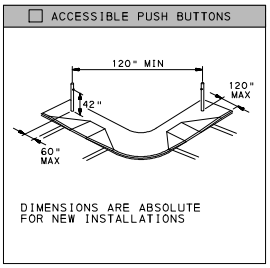
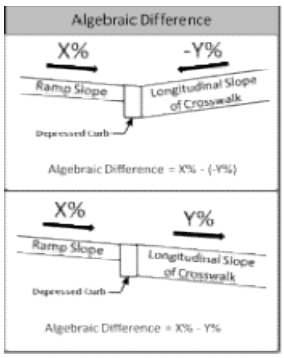
HOPE ST & W TIOGA ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)		2024	06	18		
Designer 1		Nazir Vasquez Bowman Consulting Group Ltd.				
Designer 2		Alex ong Bowman Consulting Group Ltd.				
*Engineering District Code		06 - District 6-0				
*County Name		Philadelphia				
*County Code (auto)		101				
*Municipality Name		Philadelphia City				
*Municipality Code (auto)		60000				
Construction Phase		Constructed				
Ramp Crosses		Local Road				
Photo Log Number		N/A				
Number of Photos		1				
Ramp Surface		Concrete				
Surface Stable, Firm, and Slip Resistant		YES				
Elevation Differences > 1/4"		NO		(X/16")		
Grate Openings or Gaps > 1/2"		NO		(X/16")		
Utilities in Path of Travel		NO				
Water Ponding in Path of Travel		NO				
Detectable Warning Surface (DWS)		YES				
DWS type		Cast Iron				
Pedestrian Crossing and Type		YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path		YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp		2.50	%	0.10	%	
Turning Maneuver in Street		NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)		YES	Comments:			
ECMS #		Alg Δ Grade (%)	1.1			
Intersection Ramp # of #		3	4			
*Ramp Location (Use Figure Below)			04			
*Curb Ramp Type	Type 2					
*North Leg	HOPE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	W TIOGA	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HOPE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	W TIOGA	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







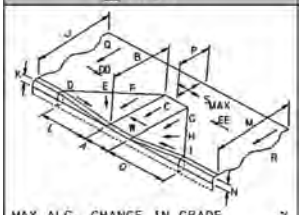


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work					YES	
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons		N/A				
Sketch Used To Collect Field Information		No				
Asset # (auto)	C-06-101-60000-HOPESt-WTIOGASt-HOPESt-WTIOGASt-2024-06-18-4-Type2					
Status	Current					
Archive Ramp at location #:		N/A				
Level of Service	Meets RC-67M					

pennsylvania
DEPARTMENT OF TRANSPORTATION

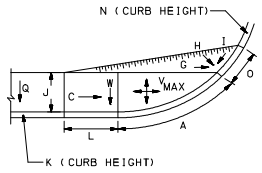
HOPE ST & W TIOGA ST, PennDOT Location ID # 4

☐ TYPE 1



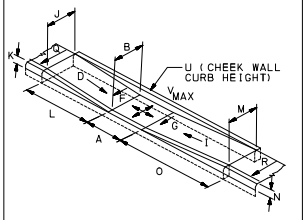
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



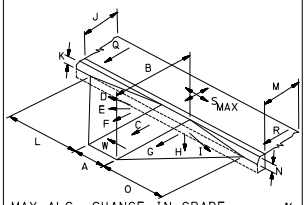
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



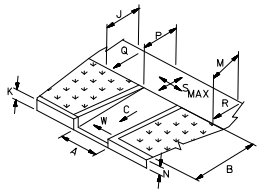
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



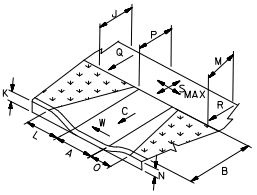
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



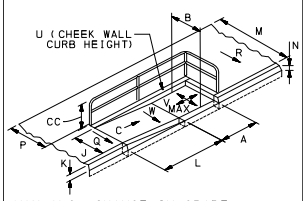
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



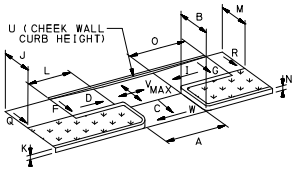
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



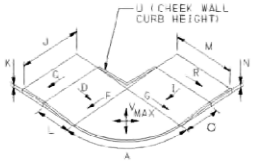
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



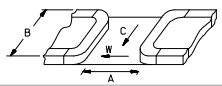
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

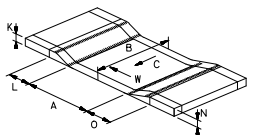
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	60	(IN)
*	B	48	(IN)
*	C		(%)
*	D	2.00	(%)
	E		(%)
*	F	1.80	(%)
*	G	2.00	(%)
	H		(%)
*	I	1.80	(%)
*	J	60	(IN)
	K	3	(IN)
	L	60	(IN)
*	M	60	(IN)
	N	4	(IN)
	O	61	(IN)
*	P		(IN)
*	Q	1.00	(%)
*	R	1.90	(%)
*	S		(%)
	T		(IN)
	U	7	(IN)
*	V	1.70	(%)
*	W		(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD		(%)
*	EE		(%)

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments ▲

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DEPARTMENT OF TRANSPORTATION

HOPE ST & W TIOGA ST, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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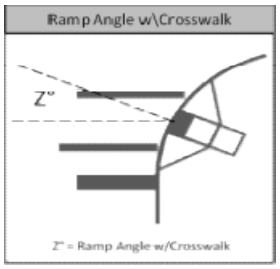
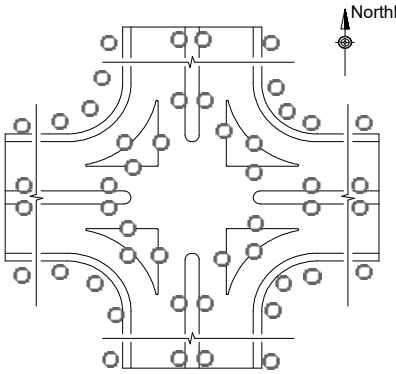
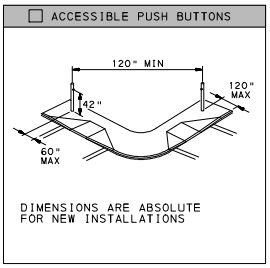
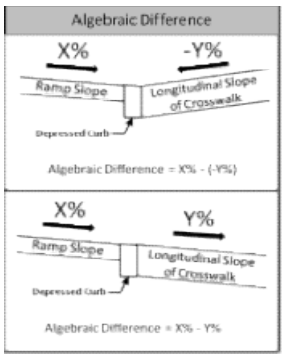
HOPE ST & W TIOGA ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2024	06	18		
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.				
Designer 2	Alex Long Bowman Consulting Group Ltd.				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.30	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	9.1		
Intersection Ramp # of #	4	4			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				
*North Leg	HOPE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	W TIOGA	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	HOPE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	W TIOGA	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-HOPESt-WTIOGASt-HOPESt-WTIOGASt-2024-06-18-7-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

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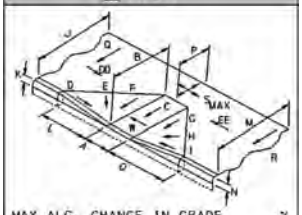
DEPARTMENT OF TRANSPORTATION

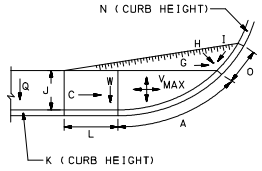
HOPE ST & W TIOGA ST, PennDOT Location ID # 7

☐ TYPE 1



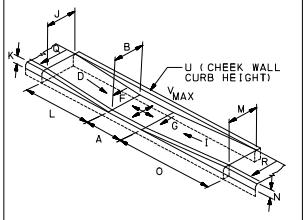
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



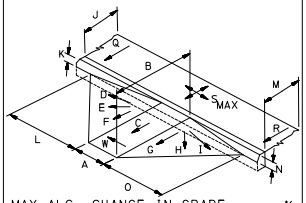
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



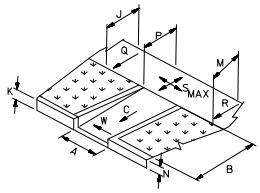
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



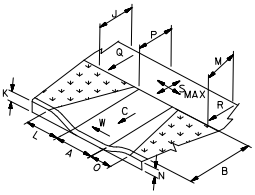
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



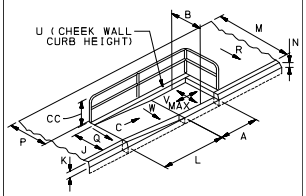
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



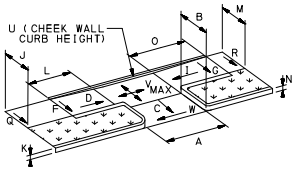
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



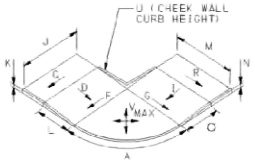
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



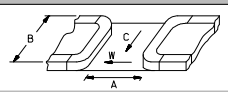
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

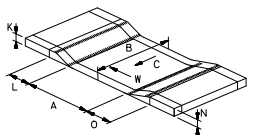
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	24	(IN)
*	C	7.20	(%)
*	D	8.40	(%)
	E	10.10	(%)
*	F	7.50	(%)
*	G	7.30	(%)
	H	8.50	(%)
*	I	6.90	(%)
*	J	60	(IN)
	K	3	(IN)
	L	44	(IN)
*	M	131	(IN)
	N	2	(IN)
	O	35	(IN)
*	P	48	(IN)
*	Q	1.50	(%)
*	R	3.10	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.10	(%)
*	X		(IN)
*	Y		(IN)
*	YY	168	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.80	(%)
*	EE	1.90	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

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DEPARTMENT OF TRANSPORTATION

HOPE ST & W TIOGA ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

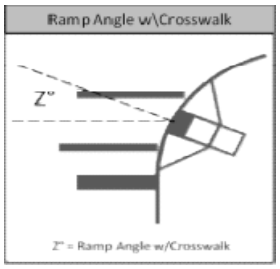
Insert Picture 3

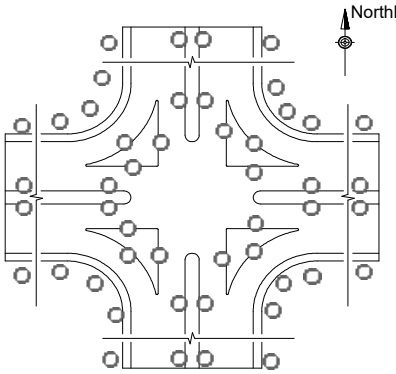
Insert Picture 6

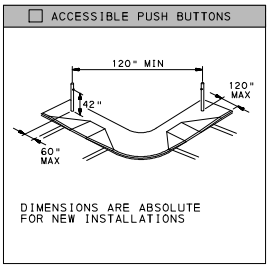
pennsylvania DEPARTMENT OF TRANSPORTATION

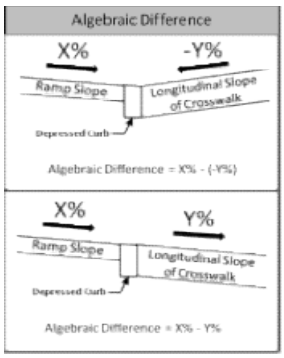
HOPE ST & W TIOGA ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2024	06	18		
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.				
Designer 2	Alex Long Bowman Consulting Group Ltd.				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	3.60	%	1.80	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	10.5		
Intersection Ramp # of #	2	4			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg	HOPE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	W TIOGA	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	HOPE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	W TIOGA	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-HOPESt-WTIOGASt-HOPESt-WTIOGASt-2024-06-18-14-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

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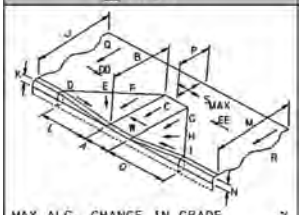
DEPARTMENT OF TRANSPORTATION

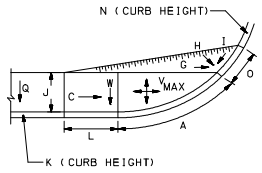
HOPE ST & W TIOGA ST, PennDOT Location ID # 14

☐ TYPE 1



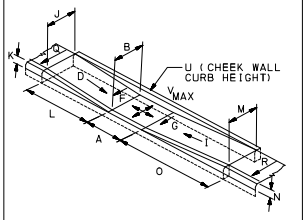
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



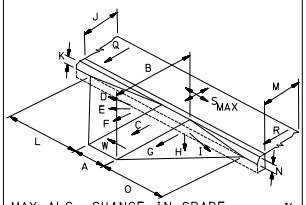
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



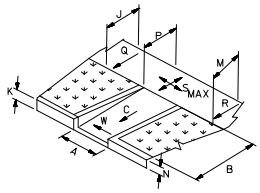
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



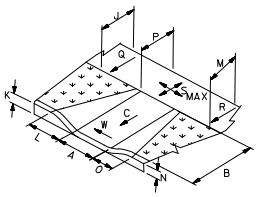
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



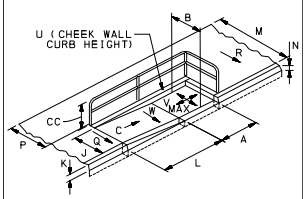
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



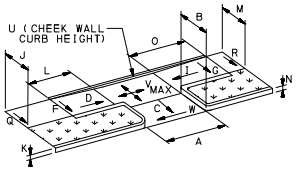
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



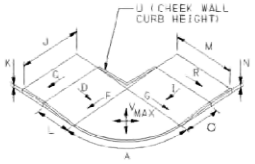
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



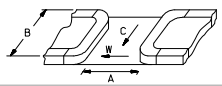
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

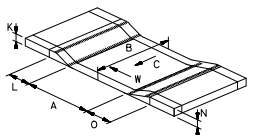
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	53	(IN)	
*	C	6.90	(%)	
*	D	7.50	(%)	
	E	7.70	(%)	
*	F	5.60	(%)	
*	G	999	(%)	fire hydrant
	H	999	(%)	fire hydrant
*	I	999	(%)	fire hydrant
*	J	86	(IN)	
	K	2	(IN)	
	L	46	(IN)	
*	M	89	(IN)	
	N	2	(IN)	
	O	34	(IN)	
*	P	48	(IN)	
*	Q	1.20	(%)	
*	R	3.40	(%)	
*	S	1.90	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	48	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.90	(%)	
*	EE	4.20	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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DEPARTMENT OF TRANSPORTATION

HOPE ST & W TIOGA ST, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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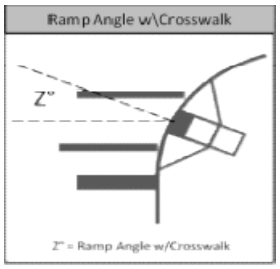
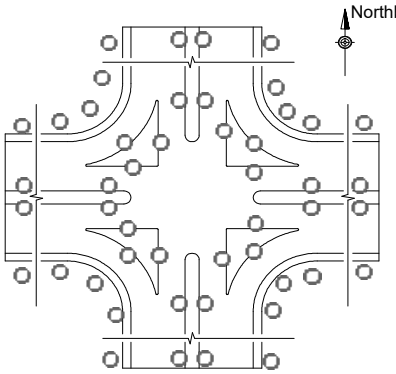
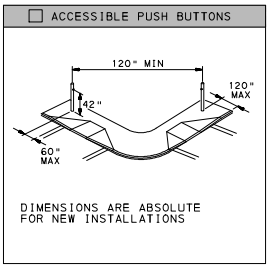
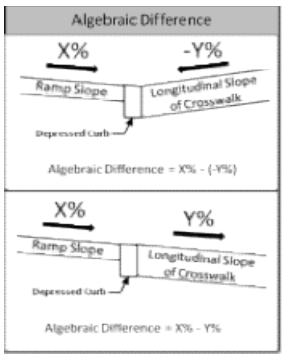
HOPE ST & W TIOGA ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2024	06	18			
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.					
Designer 2	Alex Long Bowman Consulting Group Ltd.					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	3.40	%	4.10	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		15	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	11.7			
Intersection Ramp # of #	1	4				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 1					
*North Leg	HOPE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	W TIOGA	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HOPE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	W TIOGA	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-HOPESt-WTIOGASt-HOPESt-WTIOGASt-2024-06-18-17-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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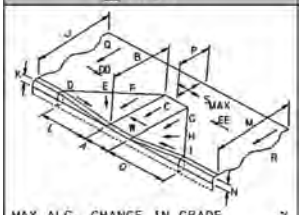
DEPARTMENT OF TRANSPORTATION

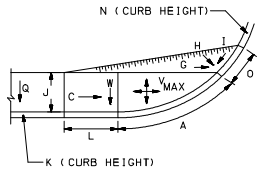
HOPE ST & W TIOGA ST, PennDOT Location ID # 17

☐ TYPE 1



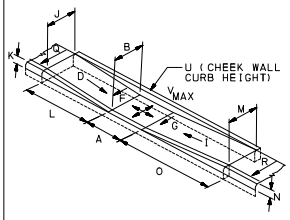
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



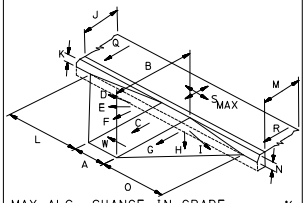
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



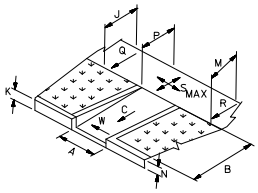
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



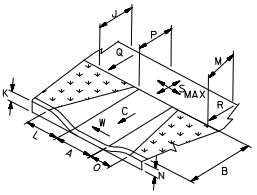
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



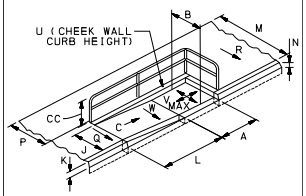
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



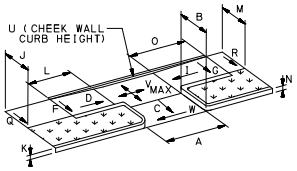
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



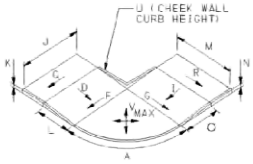
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



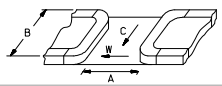
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

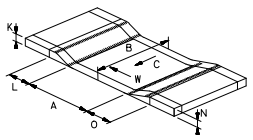
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	8.30	(%)
*	D	4.60	(%)
	E	8.50	(%)
*	F	8.30	(%)
*	G	7.50	(%)
	H	9.10	(%)
*	I	9.00	(%)
*	J	89	(IN)
	K	3	(IN)
	L	33	(IN)
*	M	94	(IN)
	N	2	(IN)
	O	45	(IN)
*	P	48	(IN)
*	Q	1.30	(%)
*	R	4.50	(%)
*	S	1.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.10	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.40	(%)
*	EE	1.60	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

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DEPARTMENT OF TRANSPORTATION

HOPE ST & W TIOGA ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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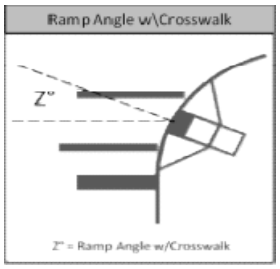
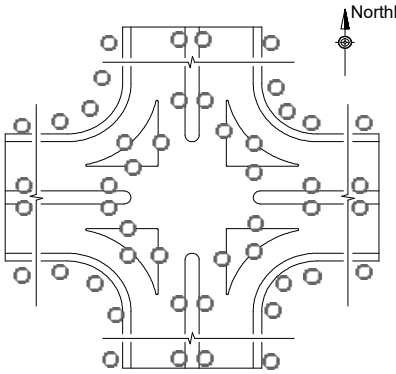
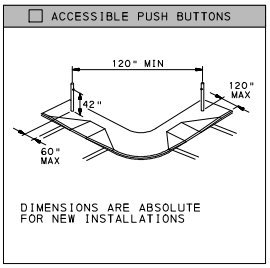
DEPARTMENT OF TRANSPORTATION

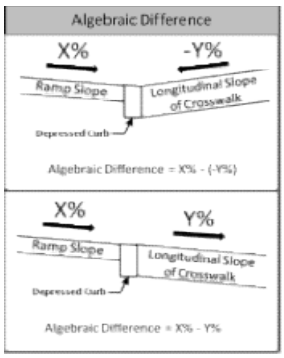
HOPE ST & W WESTMORELAND ST, PennDOT
Location ID # 7

*Date of Design (yyyy mm dd)	2024	06	25		
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.				
Designer 2	Alex Long Bowman Consulting Group Ltd.				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	3				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	YES				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	-2.30	%	2.60	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	4.1		
Intersection Ramp # of #	1	1			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				
*North Leg	HOPE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	W WESTMORELAND	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	HOPE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	W WESTMORELAND	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







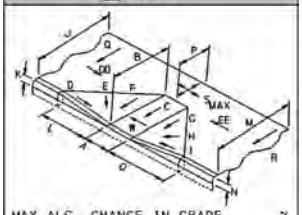


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-HOPESt-WWESTMORELANDSt-HOPESt-WWESTMORELANDSt-2024-06-25-7-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

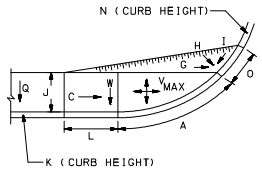
HOPE ST & W WESTMORELAND ST, PennDOT
Location ID # 7

☐ TYPE 1



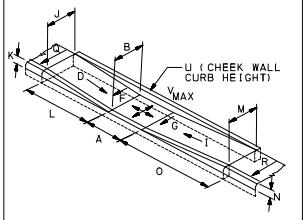
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



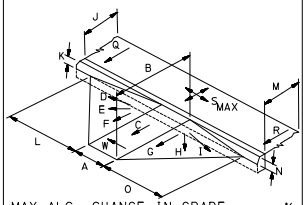
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



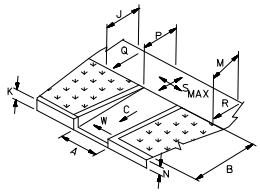
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



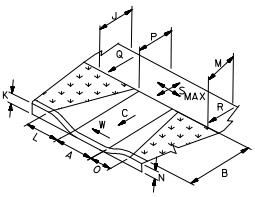
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



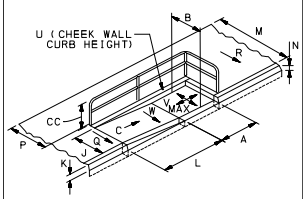
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



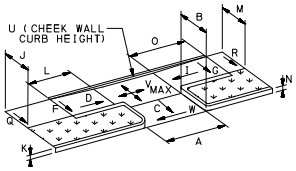
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



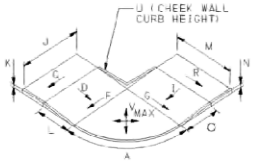
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



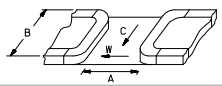
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

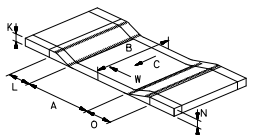
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	24	(IN)
*	C	6.40	(%)
*	D	8.30	(%)
	E	8.00	(%)
*	F	6.40	(%)
*	G	6.20	(%)
	H	7.40	(%)
*	I	5.50	(%)
*	J	48	(IN)
	K	3	(IN)
	L	36	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	41	(IN)
*	P	48	(IN)
*	Q	3.40	(%)
*	R	3.20	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	58	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.70	(%)
*	EE	3.50	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments ▲

C-06-101-60000-HOPESt-WWESTMORELANDSt-HOPESt-WWESTMORELANDSt-2024-06-25-7-Type1

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DEPARTMENT OF TRANSPORTATION

HOPE ST & W WESTMORELAND ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

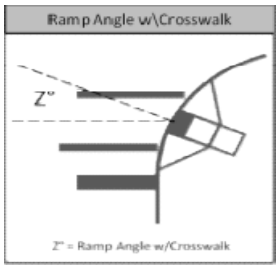
Insert Picture 3

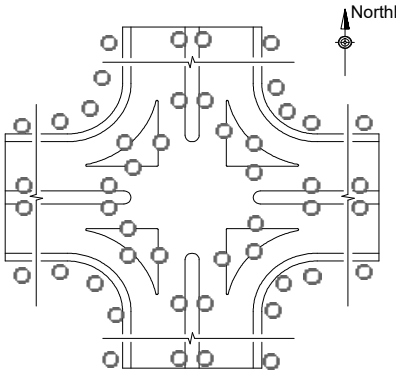
Insert Picture 6

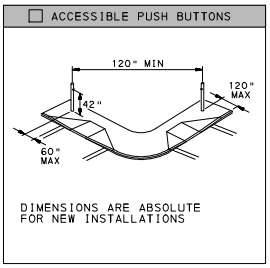
pennsylvania
DEPARTMENT OF TRANSPORTATION

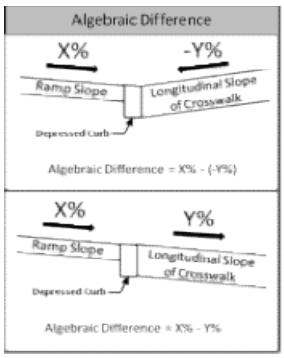
HOPE ST & W WESTMORELAND ST, PennDOT
Location ID # 14

*Date of Design (yyyy mm dd)	2024	06	25			
Designer 1	Robert Greenhill Bowman					
Designer 2	Alex Long Bowman					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	4.80	%	2.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		15	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.6			
Intersection Ramp # of #	6	8				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					
*North Leg	HOPE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	W WESTMORELAND	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HOPE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	W WESTMORELAND	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







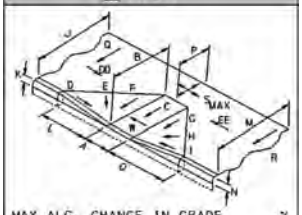


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-HOPESt-WWESTMORELANDSt-HOPESt-WWESTMORELANDSt-2024-06-25-14-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania
DEPARTMENT OF TRANSPORTATION

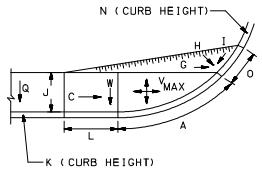
HOPE ST & W WESTMORELAND ST, PennDOT
Location ID # 14

☐ TYPE 1



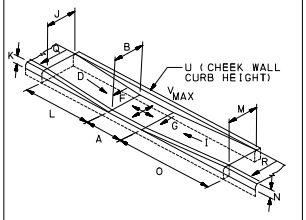
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



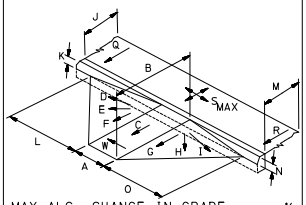
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



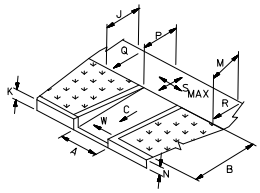
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



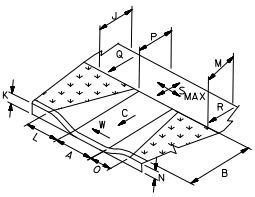
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



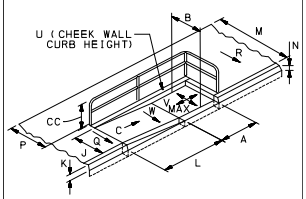
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



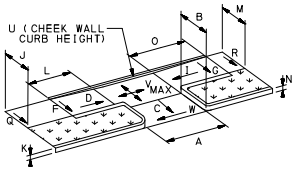
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



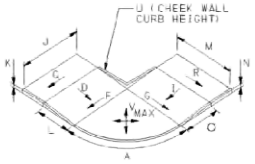
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



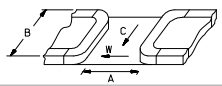
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

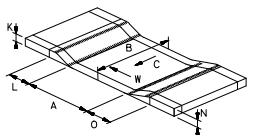
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	24	(IN)
*	C	4.80	(%)
*	D	6.50	(%)
	E	7.40	(%)
*	F	5.00	(%)
*	G	5.50	(%)
	H	6.40	(%)
*	I	6.60	(%)
*	J	48	(IN)
	K	3	(IN)
	L	42	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	36	(IN)
*	P	48	(IN)
*	Q	0.20	(%)
*	R	0.50	(%)
*	S	1.10	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.70	(%)
*	EE	2.20	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments

C-06-101-60000-HOPESt-WWESTMORELANDSt-HOPESt-WWESTMORELANDSt-2024-06-25-14-Type1

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DEPARTMENT OF TRANSPORTATION

HOPE ST & W WESTMORELAND ST, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

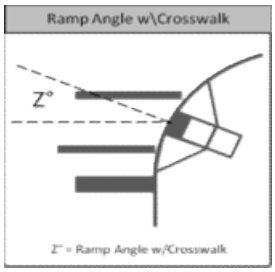
Insert Picture 3

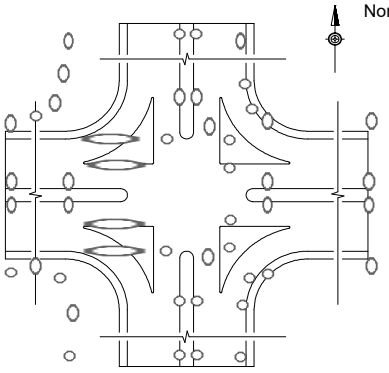
Insert Picture 6

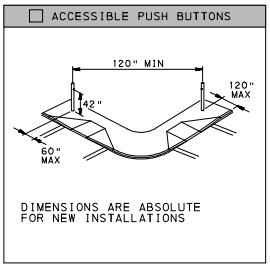
pennsylvania DEPARTMENT OF TRANSPORTATION

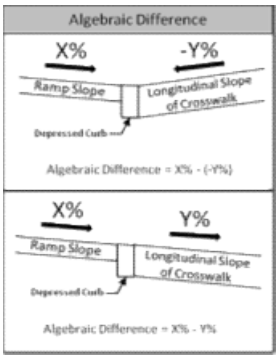
HORROCKS ST & PRATT ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	4.90	%	1.40	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	11.8			
Intersection Ramp # of #	2	8				
*Ramp Location (Use Figure Below)	04					
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	PRATT	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	PRATT	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







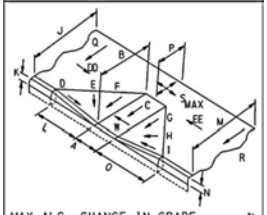


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-HORROCKSSt-PRATTSt-HORROCKSSt-PRATTSt-2024-02-01-4-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

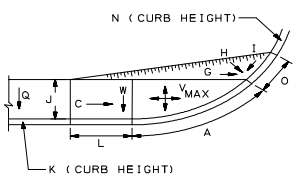
HORROCKS ST & PRATT ST, PennDOT Location
ID # 4

☐ TYPE 1



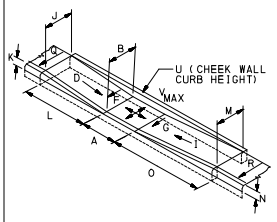
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



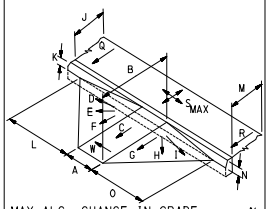
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



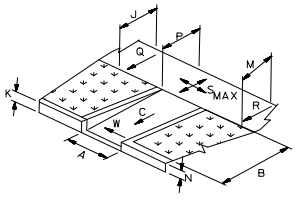
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



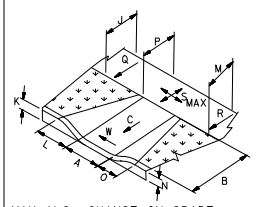
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



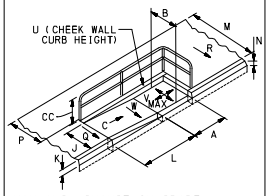
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



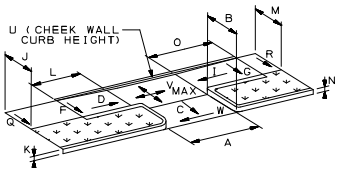
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



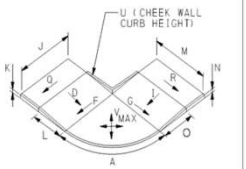
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



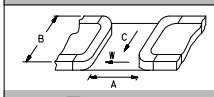
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

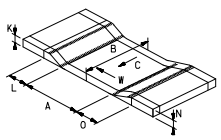
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	58	(IN)
*	C	6.90	(%)
*	D	9.20	(%)
	E	10.40	(%)
*	F	5.90	(%)
*	G	4.30	(%)
	H	7.10	(%)
*	I	6.50	(%)
*	J	58	(IN)
	K	2	(IN)
	L	27	(IN)
*	M	93	(IN)
	N	3	(IN)
	O	39	(IN)
*	P	48	(IN)
*	Q	2.50	(%)
*	R	4.30	(%)
*	S	0.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.70	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	72	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.10	(%)
*	EE	0.10	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments

C-06-101-60000-HORROCKSSt-PRATTSt-HORROCKSSt-PRATTSt-2024-02-01-4-Type1

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HORROCKS ST & PRATT ST, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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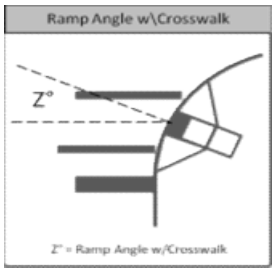
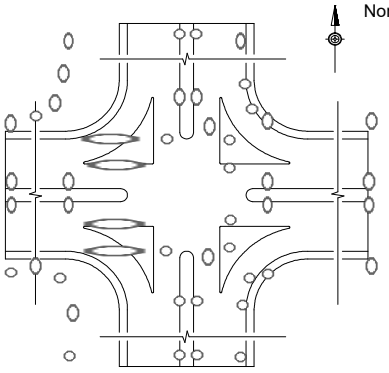
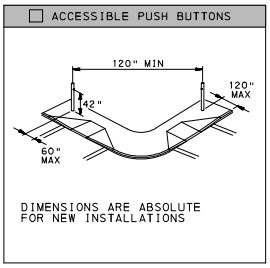
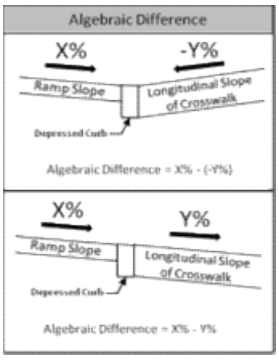
HORROCKS ST & PRATT ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.70	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	4.1			
Intersection Ramp # of #	3	8				
*Ramp Location (Use Figure Below)	07					
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	PRATT	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	PRATT	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







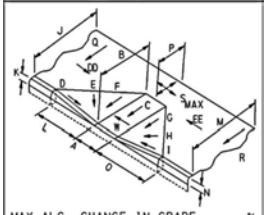


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-HORROCKSSt-PRATTSt-HORROCKSSt-PRATTSt-2024-02-01-7-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

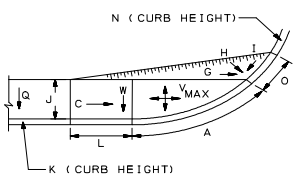
HORROCKS ST & PRATT ST, PennDOT Location
ID # 7

☐ TYPE 1



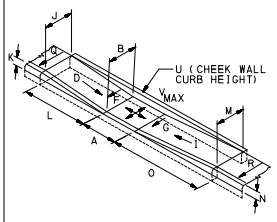
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



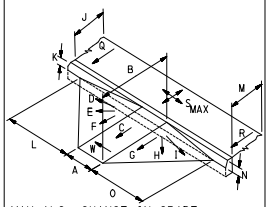
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



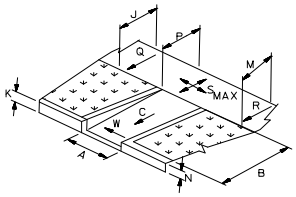
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



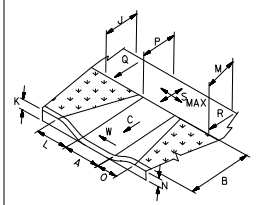
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



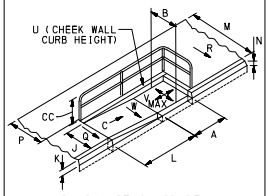
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



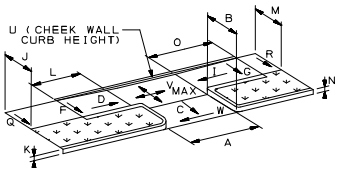
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



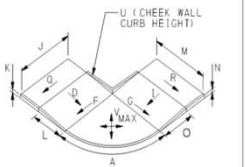
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



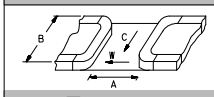
MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION

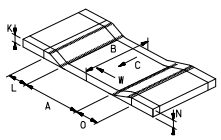


MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



☐ NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	72	(IN)	
*	C	2.10	(%)	
*	D	2.40	(%)	
	E	1.90	(%)	
*	F	2.80	(%)	
*	G	1.20	(%)	
	H	6.90	(%)	
*	I	9.70	(%)	
*	J	92	(IN)	
	K	2	(IN)	
	L	38	(IN)	
*	M	84	(IN)	
	N	3	(IN)	
	O	43	(IN)	
*	P	48	(IN)	
*	Q	4.20	(%)	
*	R	1.60	(%)	
*	S	0.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.70	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	NA
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.80	(%)	
*	EE	4.60	(%)	

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

C-06-101-60000-HORROCKSSt-PRATTSt-HORROCKSSt-PRATTSt-2024-02-01-7-Type1

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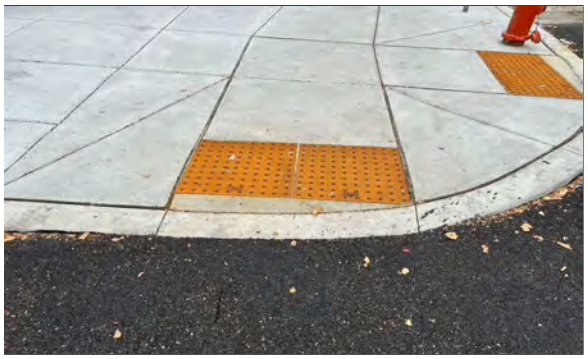
DEPARTMENT OF TRANSPORTATION

HORROCKS ST & PRATT ST, PennDOT Location ID # 7



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

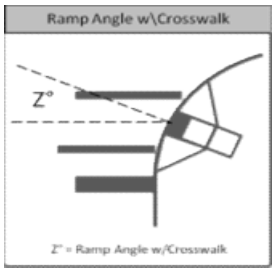
Insert Picture 3

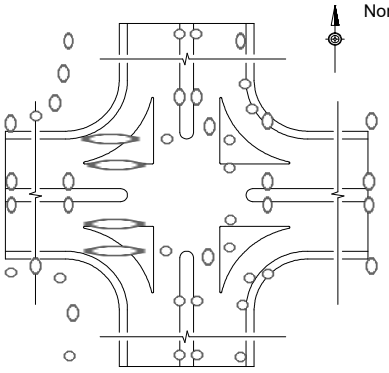
Insert Picture 6

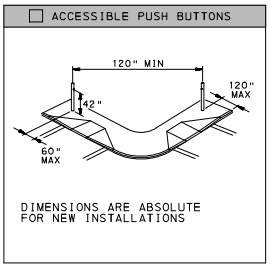
pennsylvania DEPARTMENT OF TRANSPORTATION

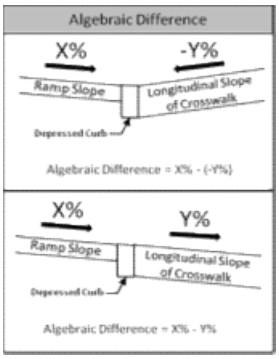
HORROCKS ST & PRATT ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	4.10	%	0.80	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	7.0			
Intersection Ramp # of #	4	8				
*Ramp Location (Use Figure Below)	09					
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	PRATT	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	PRATT	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







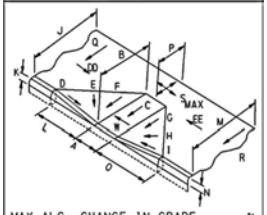


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-HORROCKSSt-PRATTSt-HORROCKSSt-PRATTSt-2024-02-01-9-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

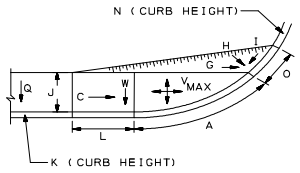
HORROCKS ST & PRATT ST, PennDOT Location
ID # 9

☐ TYPE 1



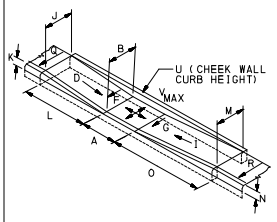
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



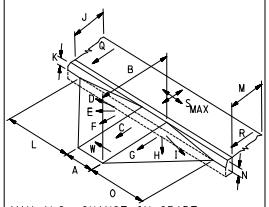
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



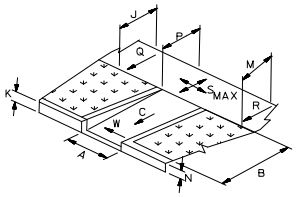
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



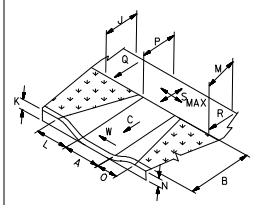
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



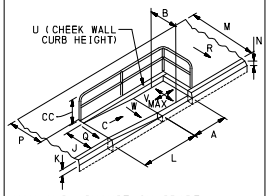
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



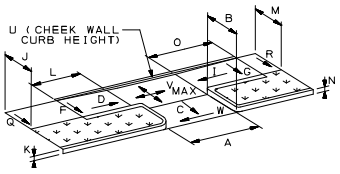
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



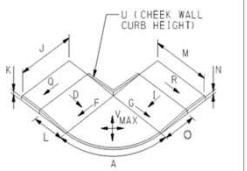
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



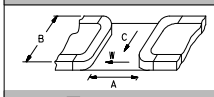
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

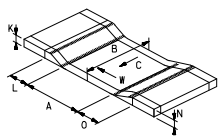
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	68	(IN)	
*	C	2.90	(%)	
*	D	8.70	(%)	
	E	7.40	(%)	
*	F	3.10	(%)	
*	G	999	(%)	fire hydrant
	H	999	(%)	fire hydrant
*	I	999	(%)	fire hydrant
*	J	92	(IN)	
	K	3	(IN)	
	L	48	(IN)	
*	M	84	(IN)	
	N	2	(IN)	
	O	60	(IN)	
*	P	48	(IN)	
*	Q	4.20	(%)	
*	R	1.60	(%)	
*	S	0.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	60	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.80	(%)	
*	EE	4.60	(%)	

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

C-06-101-60000-HORROCKSSt-PRATTSt-HORROCKSSt-PRATTSt-2024-02-01-9-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

HORROCKS ST & PRATT ST, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

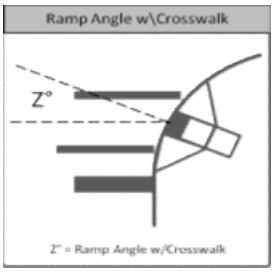
Insert Picture 3

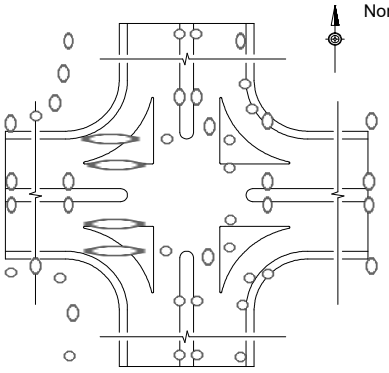
Insert Picture 6

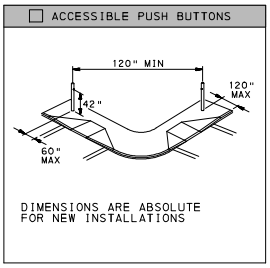
pennsylvania DEPARTMENT OF TRANSPORTATION

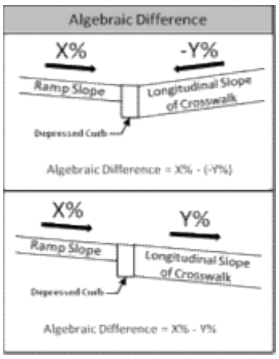
HORROCKS ST & PRATT ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	7.40	%	1.10	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	10.2			
Intersection Ramp # of #	6	8				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	PRATT	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	PRATT	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







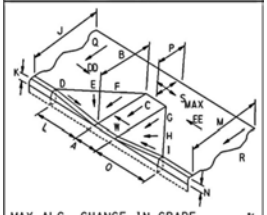


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-HORROCKSSt-PRATTSt-HORROCKSSt-PRATTSt-2024-02-01-14-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

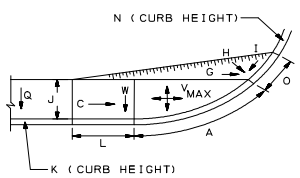
HORROCKS ST & PRATT ST, PennDOT Location
ID # 14

☐ TYPE 1



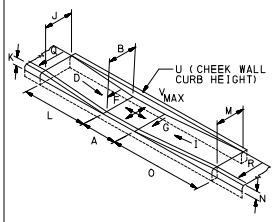
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



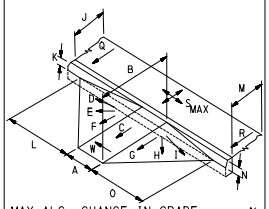
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



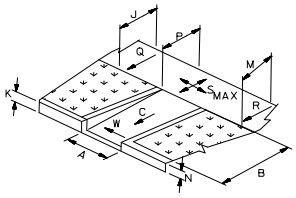
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



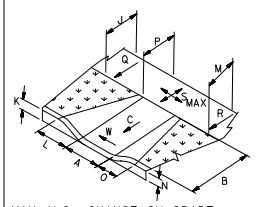
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



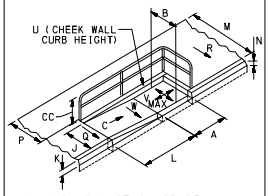
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



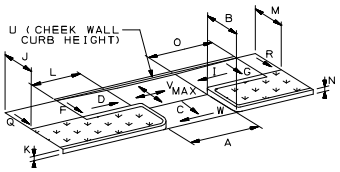
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



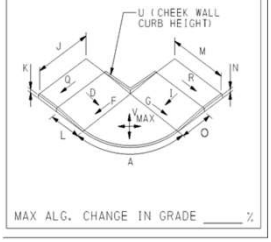
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



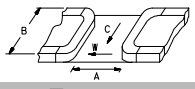
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

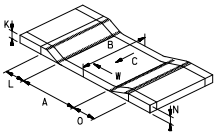
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	24	(IN)	
*	C	2.80	(%)	
*	D	5.00	(%)	
	E	4.80	(%)	
*	F	2.90	(%)	
*	G	999	(%)	power pole
	H	999	(%)	power pole
*	I	999	(%)	power pole
*	J	58	(IN)	
	K	2	(IN)	
	L	38	(IN)	
*	M	82	(IN)	
	N	4	(IN)	
	O	48	(IN)	
*	P	48	(IN)	
*	Q	3.70	(%)	
*	R	1.90	(%)	
*	S	1.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	192	(IN)	
*	Z		(IN)	
*	ZZ	60	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.70	(%)	
*	EE	6.30	(%)	

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

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DEPARTMENT OF TRANSPORTATION

HORROCKS ST & PRATT ST, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

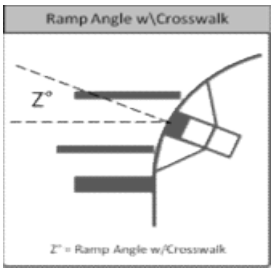
Insert Picture 3

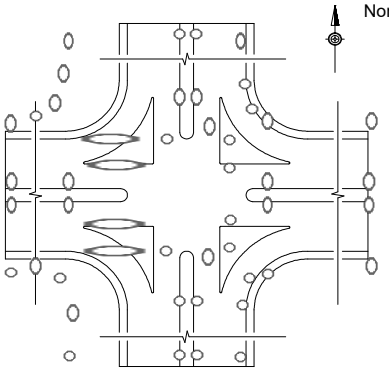
Insert Picture 6

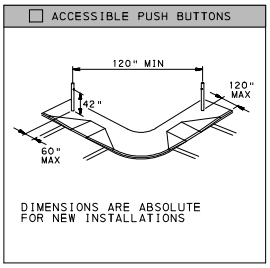
pennsylvania DEPARTMENT OF TRANSPORTATION

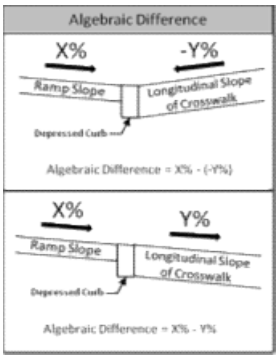
HORROCKS ST & PRATT ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	5.00	%	1.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	12.4			
Intersection Ramp # of #	7	8				
*Ramp Location (Use Figure Below)	17					
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	PRATT	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	PRATT	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







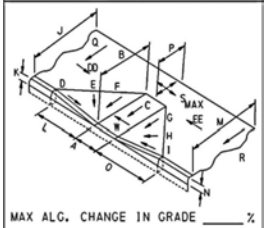


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-HORROCKSSt-PRATTSt-HORROCKSSt-PRATTSt-2024-02-01-17-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

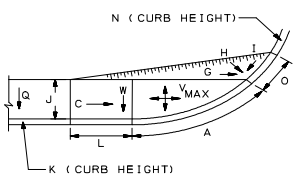
HORROCKS ST & PRATT ST, PennDOT Location
ID # 17

☐ TYPE 1



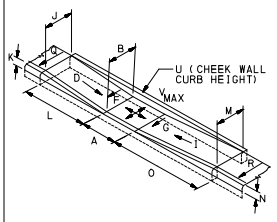
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



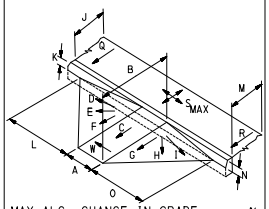
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



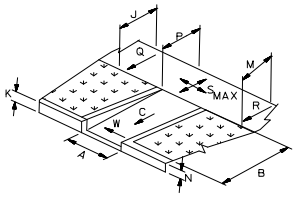
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



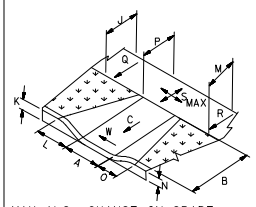
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



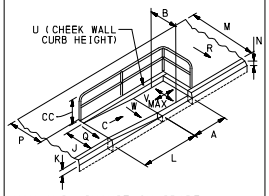
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



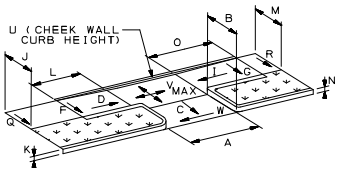
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



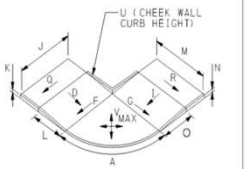
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



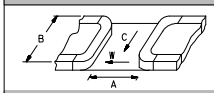
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

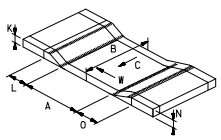
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	24	(IN)	
*	C	7.40	(%)	
*	D	7.60	(%)	
	E	7.70	(%)	
*	F	7.30	(%)	
*	G	8.20	(%)	
	H	7.90	(%)	
*	I	6.20	(%)	
*	J	136	(IN)	
	K	2	(IN)	
	L	50	(IN)	
*	M	70	(IN)	
	N	5	(IN)	
	O	36	(IN)	
*	P	48	(IN)	
*	Q	3.90	(%)	
*	R	2.50	(%)	
*	S	1.30	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	192	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.60	(%)	
*	EE	1.20	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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DEPARTMENT OF TRANSPORTATION

HORROCKS ST & PRATT ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

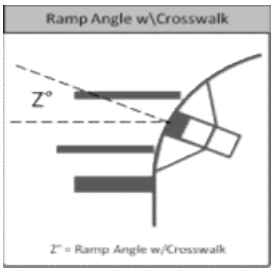
Insert Picture 3

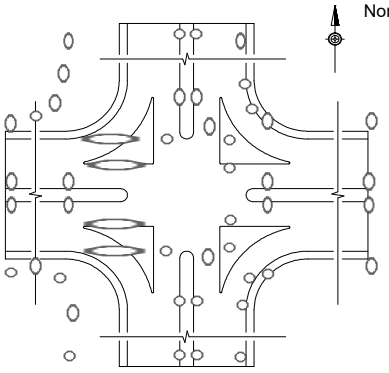
Insert Picture 6

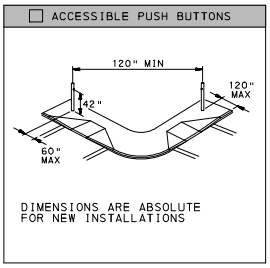
pennsylvania DEPARTMENT OF TRANSPORTATION

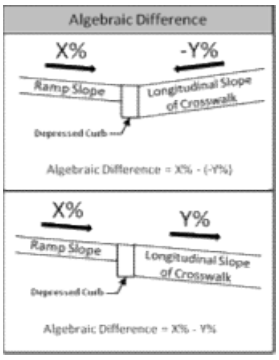
HORROCKS ST & PRATT ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.90	%	1.10	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	10.0			
Intersection Ramp # of #	8	8				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	HORROCKS	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	PRATT	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	HORROCKS	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	PRATT	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







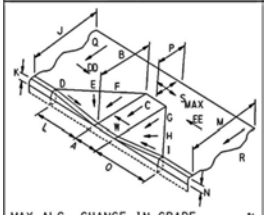


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-HORROCKSSt-PRATTSt-HORROCKSSt-PRATTSt-2024-02-01-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

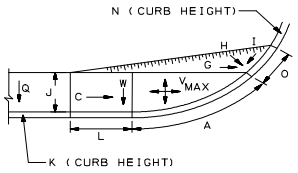
HORROCKS ST & PRATT ST, PennDOT Location
ID # 19

☐ TYPE 1



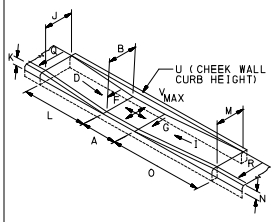
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



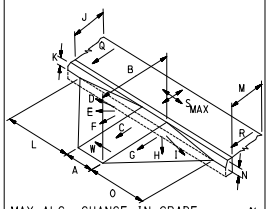
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



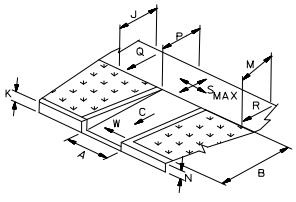
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



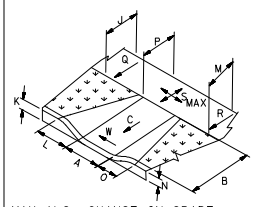
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



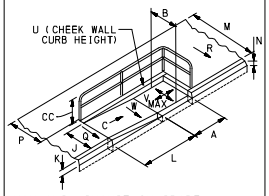
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



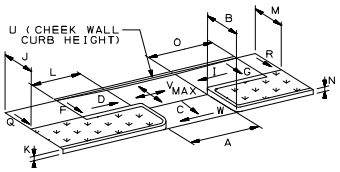
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



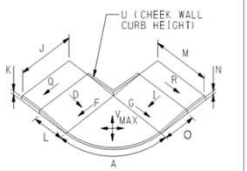
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



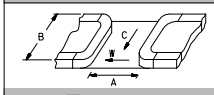
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

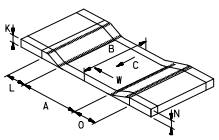
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	24	(IN)
*	C	6.10	(%)
*	D	8.60	(%)
	E	8.10	(%)
*	F	6.90	(%)
*	G	5.90	(%)
	H	5.70	(%)
*	I	5.30	(%)
*	J	136	(IN)
	K	5	(IN)
	L	30	(IN)
*	M	70	(IN)
	N	3	(IN)
	O	51	(IN)
*	P	48	(IN)
*	Q	3.90	(%)
*	R	2.50	(%)
*	S	1.40	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	60	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.60	(%)
*	EE	1.20	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments

pennsylvania
DEPARTMENT OF TRANSPORTATION

HORROCKS ST & PRATT ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

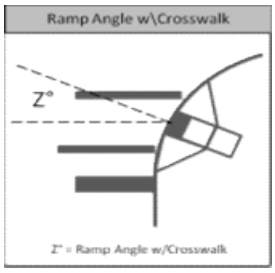
Insert Picture 6

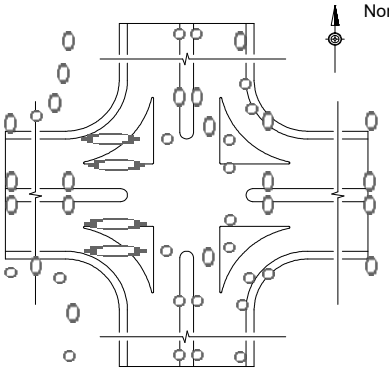
pennsylvania DEPARTMENT OF TRANSPORTATION

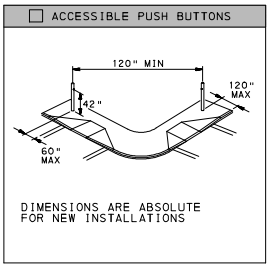
JASPER ST & E MADISON ST, PennDOT Location ID # 2

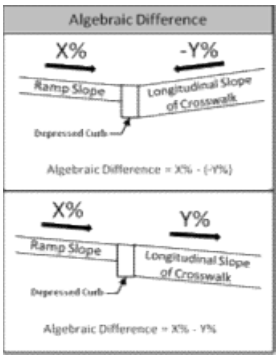
*Date of Design (yyyy mm dd)	2024	06	24		
Designer 1	Robert Greenhill Bowman				
Designer 2	Alex Long Bowman				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	7.50	%	0.30	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	13.3		
Intersection Ramp # of #	1	8			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				

*North Leg	JASPER	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	E MADISON	(segment)	(offset)
*East Leg Desc.	Rd		
*South Leg	E MADISON	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	JASPER	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons		N/A		
Sketch Used To Collect Field Information		No		
Asset # (auto)	C-06-101-60000-JASPERSt-EMADISONRd-EMADISONSt-JASPERSt-2024-06-24-2-Type1			
Status	Current			
Archive Ramp at location #:		N/A		
Level of Service	Meets RC-67M			

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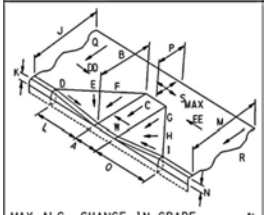
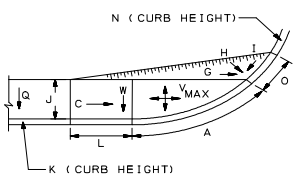
JASPER ST & E MADISON ST, PennDOT Location ID # 2

☐ TYPE 1



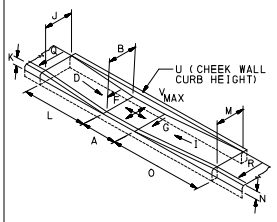
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



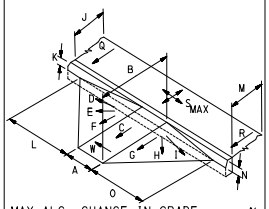
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



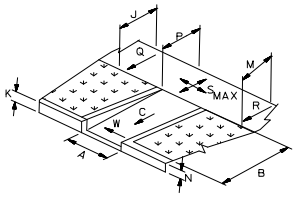
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



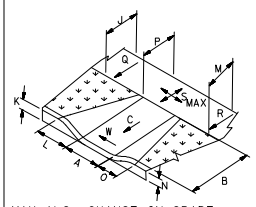
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



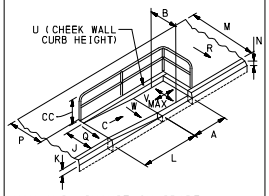
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



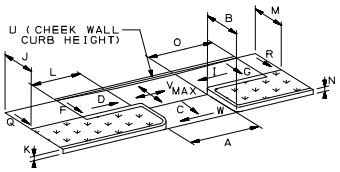
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



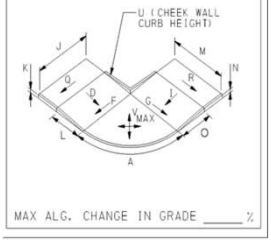
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



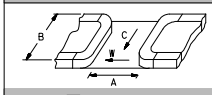
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

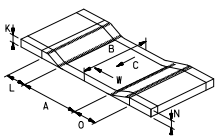
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	72	(IN)
*	C	6.20	(%)
*	D	8.00	(%)
	E	9.00	(%)
*	F	4.70	(%)
*	G	6.00	(%)
	H	5.40	(%)
*	I	4.00	(%)
*	J	48	(IN)
	K	6	(IN)
	L	58	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	38	(IN)
*	P	48	(IN)
*	Q	1.40	(%)
*	R	0.90	(%)
*	S	0.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.90	(%)
*	EE	0.30	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

ZZ: na

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DEPARTMENT OF TRANSPORTATION

JASPER ST & E MADISON ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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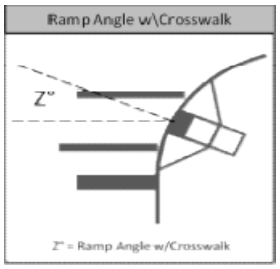
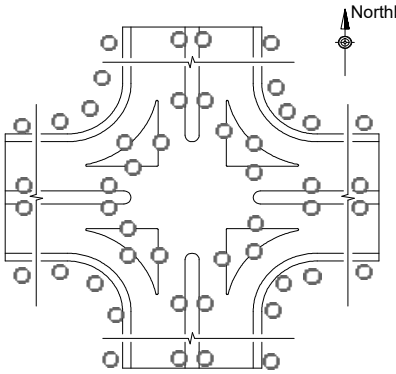
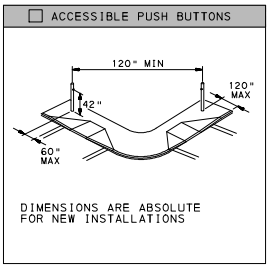
DEPARTMENT OF TRANSPORTATION

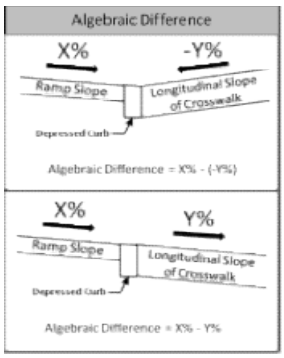
JASPER ST & E ONTARIO ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2024	06	24			
Designer 1	Robert Greenhill Bowman					
Designer 2	Alex Long Bowman					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.90	%	2.10	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	12.1			
Intersection Ramp # of #	1	8				
*Ramp Location (Use Figure Below)	02					
*Curb Ramp Type	Type 1					
*North Leg	JASPER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E ONTARIO	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	JASPER	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E ONTARIO	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-JASPERSt-EONTARIOSt-JASPERSt-EONTARIOSt-2024-06-24-2-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)			

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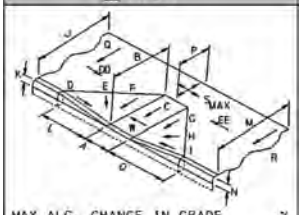
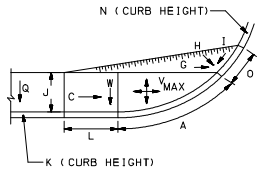
JASPER ST & E ONTARIO ST, PennDOT Location ID # 2

☐ TYPE 1



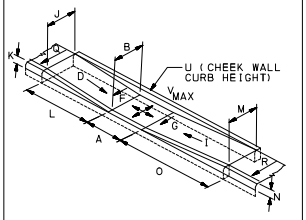
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



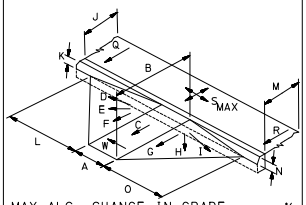
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



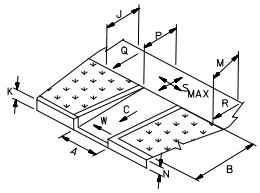
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



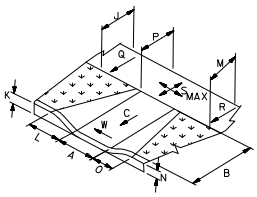
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



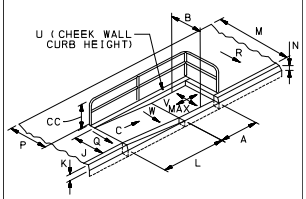
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



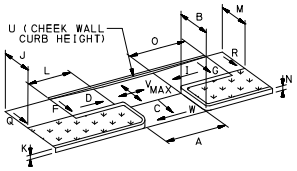
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



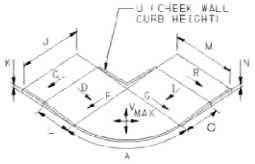
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



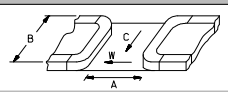
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

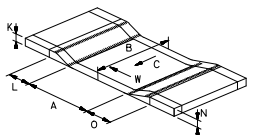
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	24	(IN)	
*	C	9.20	(%)	
*	D	9.60	(%)	
	E	10.20	(%)	
*	F	9.20	(%)	
*	G	9.50	(%)	
	H	8.20	(%)	
*	I	4.30	(%)	
*	J	48	(IN)	
	K	3	(IN)	
	L	42	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	36	(IN)	
*	P	48	(IN)	
*	Q	3.90	(%)	
*	R	3.00	(%)	
*	S	4.20	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.90	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.10	(%)	
*	EE	2.00	(%)	
	DWS Transition Strip	YES		
	DWS Transition Strip Slope (FF)	8.00	(%)	

C-06-101-60000-JASPERSt-EONTARIOSt-JASPERSt-EONTARIOSt-2024-06-24-2-Type1

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DEPARTMENT OF TRANSPORTATION

JASPER ST & E ONTARIO ST, PennDOT Location ID # 2

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**SR North - Segment*

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**SR South - Segment*

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**SR East - Segment*

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**SR West - Segment*

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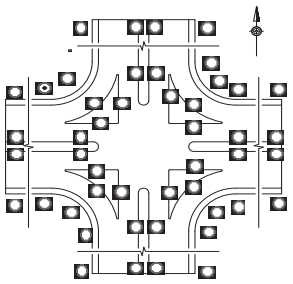

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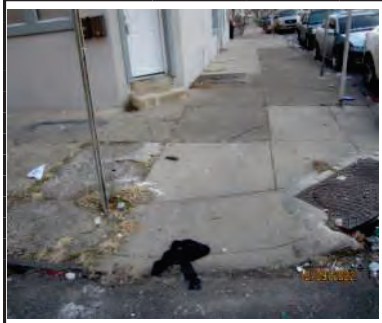

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☑ K668$Z1. 3/6/2024

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!*. HC	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Jasper Street-Jasper Street-E Ontario Street-E Ontar*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

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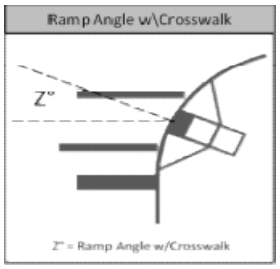
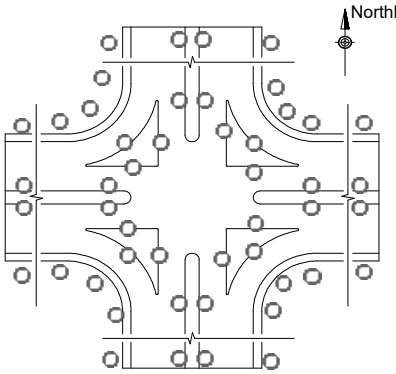
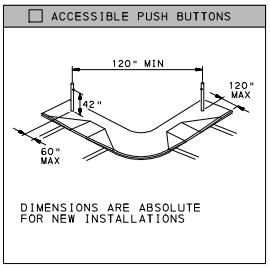
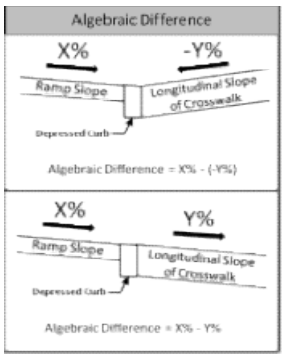
JASPER ST & E ONTARIO ST, PennDOT Location
ID # 9

*Date of Design (yyyy mm dd)	2024	06	24			
Designer 1	Robert Greenhill Bowman					
Designer 2	Alex Long Bowman					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.90	%	0.50	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	13.3			
Intersection Ramp # of #	4	8				
*Ramp Location (Use Figure Below)		09				
*Curb Ramp Type	Type 1					
*North Leg	JASPER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E ONTARIO	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	JASPER	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E ONTARIO	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-JASPERSt-EONTARIOSt-JASPERSt-EONTARIOSt-2024-06-24-9-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)			

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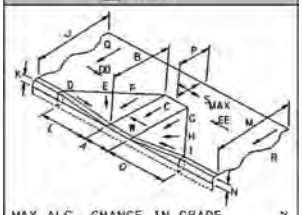
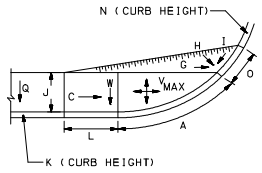
JASPER ST & E ONTARIO ST, PennDOT Location
ID # 9

☐ TYPE 1



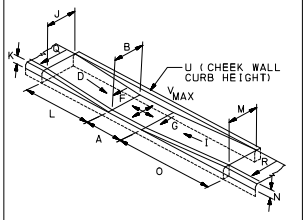
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



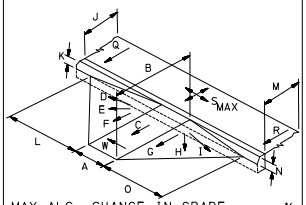
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



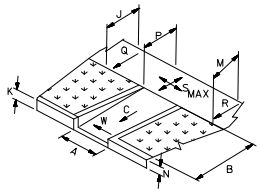
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



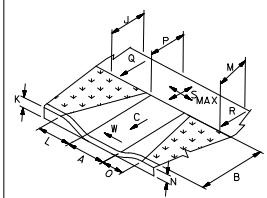
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



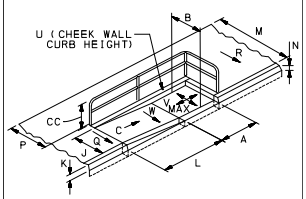
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



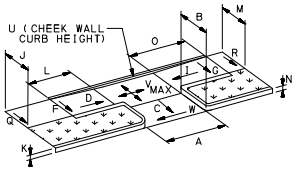
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



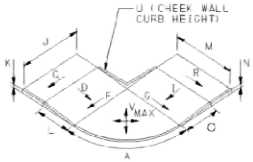
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



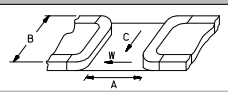
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

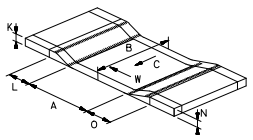
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	96	(IN)	
*	C	11.60	(%)	
*	D	8.50	(%)	
	E	11.80	(%)	
*	F	12.00	(%)	
*	G	999	(%)	stop sign
	H	999	(%)	stop sign
*	I	999	(%)	stop sign
*	J	48	(IN)	
	K	3	(IN)	
	L	36	(IN)	
*	M	48	(IN)	
	N	5	(IN)	
	O	40	(IN)	
*	P	48	(IN)	
*	Q	6.90	(%)	
*	R	5.30	(%)	
*	S	3.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.80	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	48	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.50	(%)	
*	EE	2.80	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-JASPERSt-EONTARIOSt-JASPERSt-EONTARIOSt-2024-06-24-9-Type1

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JASPER ST & E ONTARIO ST, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Jasper Street and Ontario Street	Ramp 09

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
Project ECMS #	

Submitter Information

Submitted By:	Helen Lam, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	1515 Market Street, Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
***Date Submitted:**	April 14, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	○ Yes	○ No
Pedestrian Trip Generators	○ Yes	○ No
Safety Concerns	○ Yes	○ No
R9-3A "No Peds" Signs	○ Yes	○ No
Existing Crosswalk	○ Yes	○ No
Existing Sidewalk	○ Yes	○ No
Existing Push Buttons	○ Yes	○ No

ADT

Location Identification

Northbound

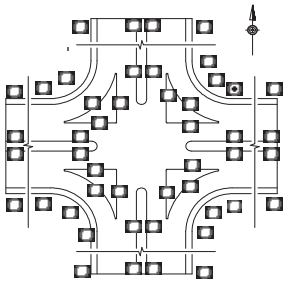
Jasper Street
**SR North - Segment*

Jasper Street
**SR South - Segment*

E Ontario Street
**SR East - Segment*

E Ontario Street
**SR West - Segment*

09
Location #



Investigated design alternatives	Why alternative was not selected
1) Locate Type 1 curb ramp further north	Conflict with adjacent ramp
2) Locate Type 1 curb ramp further south	Conflict with existing inlet
3) Extend ramp	Conflict with existing steps

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: maximum longitudinal slope of 8.33%, and maximum landing slope of 2.00%, therefore the ramp has been designed with a maximum longitudinal ramp slope of 12.00% and a maximum landing slope of 4.14%.

ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

3/6/2024
ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

3/6/2024
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Jasper Street-Jasper Street-E Ontario Street-E Ontario Street-9-45*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Jasper Street and Ontario Street	Ramp 09

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 ramp further to the north; however shifting the curb ramp further to the north would create a conflict with the adjacent ramp. As a result of this considerations this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the south; however shifting the curb ramp further to the south would create a conflict with the existing inlet. As a result of these considerations this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to extend the ramp; however extending the ramp would create a conflict with the exisiting steps. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum ramp slope of 8.33% and have a maximum landing slope of 2.00%. It is technically infeasible to meet these requirements due to the close proximity of the exisiting steps on this corner and the high grades needed in order to match existing elevations at this step. The ramp has been designed with a maximum longitudinal ramp slope of 12.00% and a maximum landing slope of 4.14%. This design provides access to the maximum extent feasible.

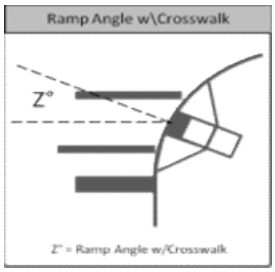
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Jasper Street-Jasper Street-E Ontario Street-E Ontar*

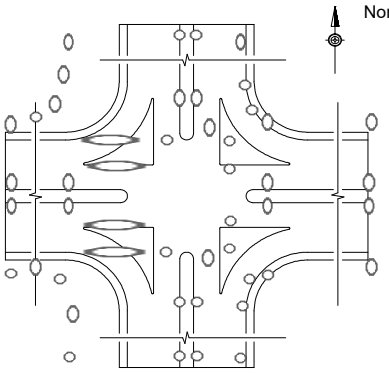
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

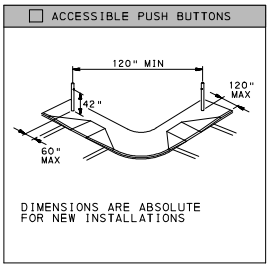
pennsylvania DEPARTMENT OF TRANSPORTATION

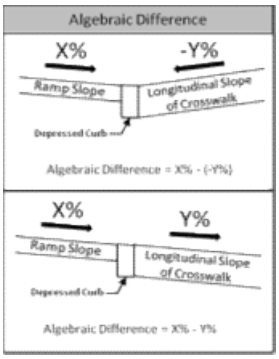
JASPER ST & E SCHILLER ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	1.10	%	1.40	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.5			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		02				
*Curb Ramp Type	Type 1					
*North Leg	E SCHILLER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	JASPER	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	E SCHILLER	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	JASPER	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







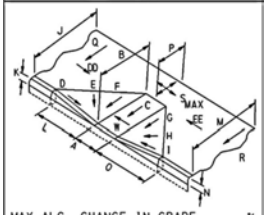


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-ESCHILLERSt-JASPERSt-ESCHILLERSt-JASPERSt-2024-02-01-2-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

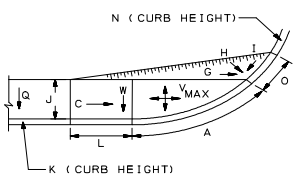
JASPER ST & E SCHILLER ST, PennDOT Location ID # 2

☐ TYPE 1



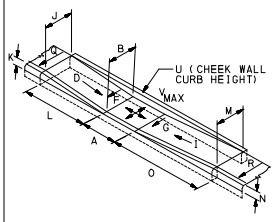
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



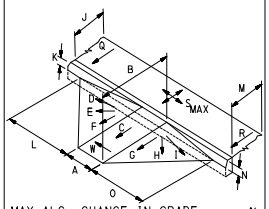
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



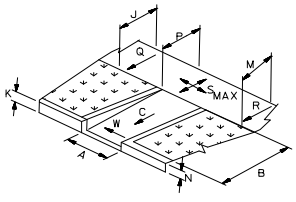
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



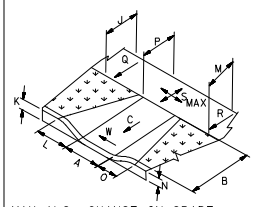
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



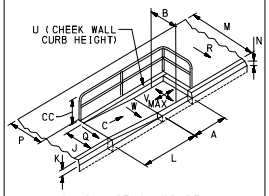
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



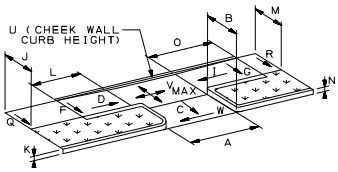
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



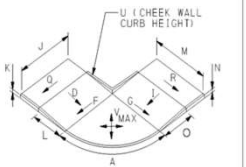
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



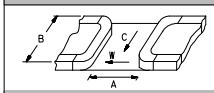
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

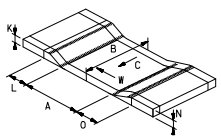
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	72	(IN)	
*	C	7.10	(%)	
*	D	7.60	(%)	
	E	9.30	(%)	
*	F	5.10	(%)	
*	G	6.30	(%)	
	H	9.20	(%)	
*	I	9.00	(%)	
*	J	92	(IN)	
	K	3	(IN)	
	L	49	(IN)	
*	M	101	(IN)	
	N	7	(IN)	
	O	34	(IN)	
*	P	48	(IN)	
*	Q	4.50	(%)	
*	R	7.30	(%)	
*	S	1.20	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.80	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no adjacent stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	5.10	(%)	
*	EE	4.70	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

C-06-101-60000-ESCHILLERSt-JASPERSt-ESCHILLERSt-JASPERSt-2024-02-01-2-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

JASPER ST & E SCHILLER ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

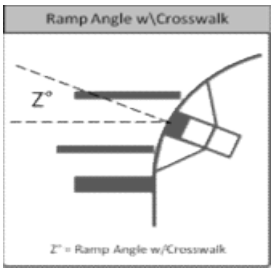
Insert Picture 3

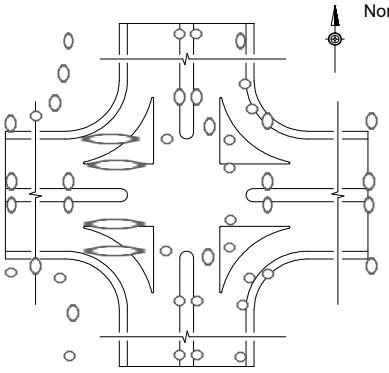
Insert Picture 6

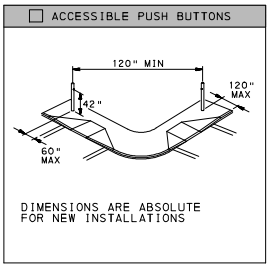
pennsylvania DEPARTMENT OF TRANSPORTATION

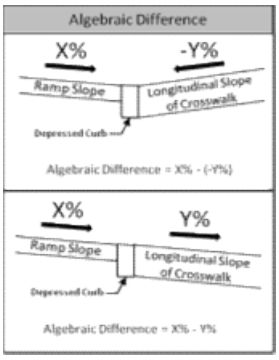
JASPER ST & E SCHILLER ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	2.60	%	1.40	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	5.7			
Intersection Ramp # of #		1	2			
*Ramp Location (Use Figure Below)			04			
*Curb Ramp Type	Type 1					
*North Leg	JASPER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E SCHILLER	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	JASPER	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E SCHILLER	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







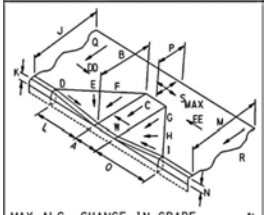


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-JASPERSt-ESCHILLERSt-JASPERSt-ESCHILLERSt-2024-02-01-4-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

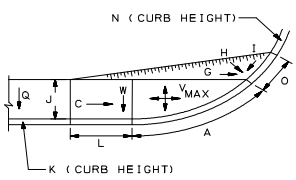
JASPER ST & E SCHILLER ST, PennDOT Location
ID # 4

☐ TYPE 1



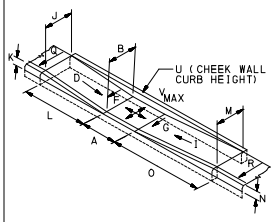
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



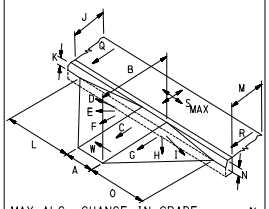
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



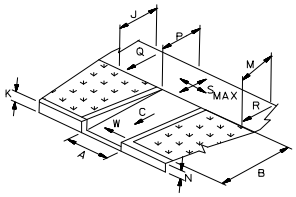
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



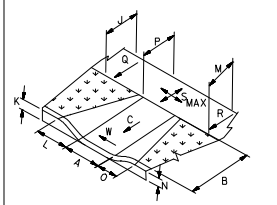
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



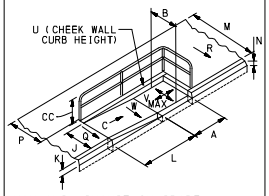
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



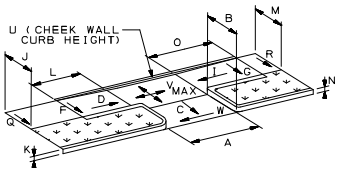
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



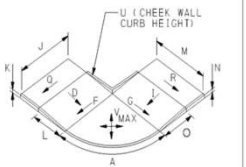
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



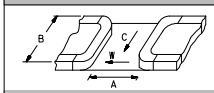
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

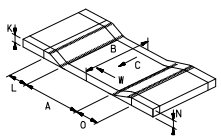
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	108	(IN)	
*	C	4.30	(%)	
*	D	7.20	(%)	
	E	6.40	(%)	
*	F	4.70	(%)	
*	G	4.00	(%)	
	H	8.30	(%)	
*	I	8.00	(%)	
*	J	92	(IN)	
	K	7	(IN)	
	L	28	(IN)	
*	M	101	(IN)	
	N	4	(IN)	
	O	48	(IN)	
*	P	48	(IN)	
*	Q	4.50	(%)	
*	R	7.30	(%)	
*	S	1.20	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.30	(%)	
*	X		(IN)	
*	Y	999	(IN)	needs linestriping
*	YY	999	(IN)	needs linestriping
*	Z		(IN)	
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	5.10	(%)	
*	EE	4.70	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-JASPERSt-ESCHILLERSt-JASPERSt-ESCHILLERSt-2024-02-01-4-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

JASPER ST & E SCHILLER ST, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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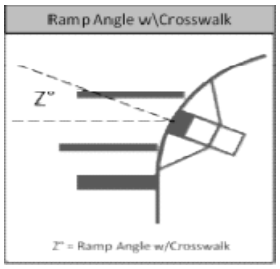
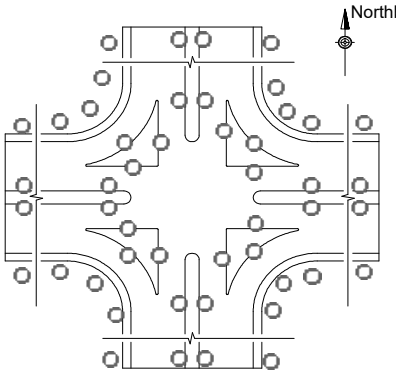
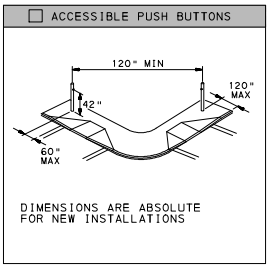
DEPARTMENT OF TRANSPORTATION

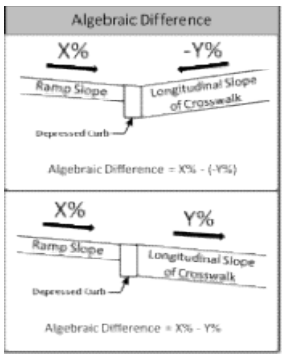
JASPER ST & E SCHILLER ST, PennDOT Location
ID # 19

*Date of Design (yyyy mm dd)	2024	06	19			
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.					
Designer 2	Alex Long Bowman Consulting Group Ltd.					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	0.70	%	1.60	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.8			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	JASPER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E SCHILLER	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	JASPER	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E SCHILLER	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-JASPERSt-ESCHILLERSt-JASPERSt-ESCHILLERSt-2024-06-19-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)			

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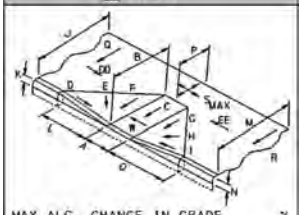
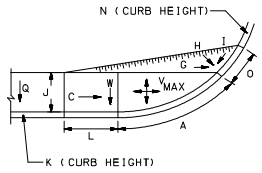
JASPER ST & E SCHILLER ST, PennDOT
Location ID # 19

☐ TYPE 1



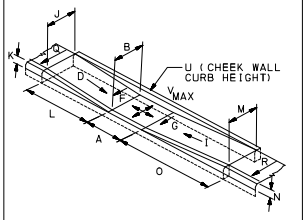
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



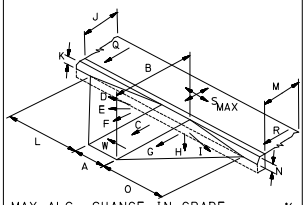
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



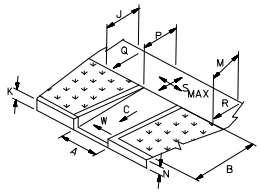
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



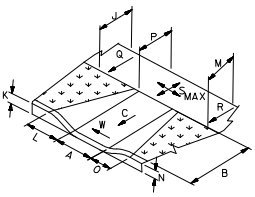
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



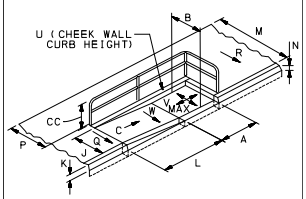
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



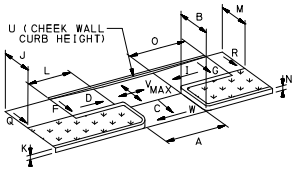
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



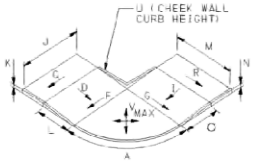
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



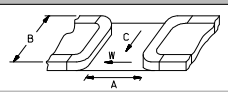
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

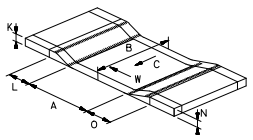
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	58	(IN)	
*	C	8.10	(%)	
*	D	7.80	(%)	
	E	8.60	(%)	
*	F	9.00	(%)	
*	G	8.70	(%)	
	H	9.80	(%)	
*	I	8.00	(%)	
*	J	83	(IN)	
	K	3	(IN)	
	L	42	(IN)	
*	M	136	(IN)	
	N	7	(IN)	
	O	41	(IN)	
*	P	48	(IN)	
*	Q	3.00	(%)	
*	R	4.80	(%)	
*	S	4.20	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	150	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.30	(%)	
*	EE	0.30	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-JASPERSt-ESCHILLERSt-JASPERSt-ESCHILLERSt-2024-06-19-19-Type1

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JASPER ST & E SCHILLER ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Jasper Street and E Schiller Street	Ramp 19

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	☐ Yes ☐ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
Project ECMS #	

Submitter Information

Submitted By:	Helen Lam, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	1515 Market Street, Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
***Date Submitted:**	February 3, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	☐ Yes	☐ No
Pedestrian Trip Generators	☐ Yes	☐ No
Safety Concerns	☐ Yes	☐ No
R9-3A "No Peds" Signs	☐ Yes	☐ No
Existing Crosswalk	☐ Yes	☐ No
Existing Sidewalk	☐ Yes	☐ No
Existing Push Buttons	☐ Yes	☐ No
ADT		

Location Identification

Northbound

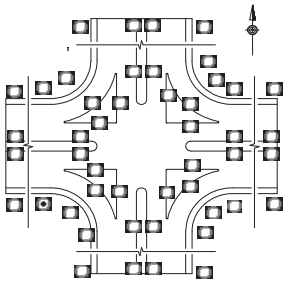
Jasper Street
**SR North - Segment*

Jasper Street
**SR South - Segment*

N/A
**SR East - Segment*

Schiler Street
**SR West - Segment*

19
Location #



Investigated design alternatives	Why alternative was not selected
1) Locate Type 1 curb ramp further west	Conflict with existing inlet
2) Locate Type 1 curb ramp further east	TIF still required
3) Extend ramp	Conflict with existing steps

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: maximum longitudinal slope of 8.33%, and maximum landing slope of 2.00%, therefore the ramp has been designed with a maximum longitudinal ramp slope of 9.00% and a maximum landing slope of 4.64%.

ADA Review Committee Recommendation

☑ Approved
☐ Denied

3/6/2024
ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved
☐ Denied

3/6/2024
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Jasper Street-Jasper Street-N/A-Schiler Street-19-44960*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Jasper Street and E Schiller Street	Ramp 19

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 ramp further to the west; however shifting the curb ramp further to the west would create a conflict with the existing inlet. As a result of this considerations this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the east; however shifting the curb ramp further to the east would still require a TIF due to the steep grades on the existing sidewalk. As a result of these considerations this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to extend the ramp; however extending the ramp would create a conflict with the existing steps. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximumlongitudinal ramp slope of 8.33% and a maximum landing slope of 2.00%. It is technically infeasible to meet these requirements due to the exisiting inlet and existing steps on this corner. The ramp has been designed with a maximum ramp slope of 9.00% and a maximum landing slope of 4.64%. This design provides access to the maximum extent feasible.

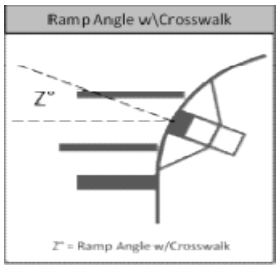
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Jasper Street-Jasper Street-N/A-Schiler Street-19-44*

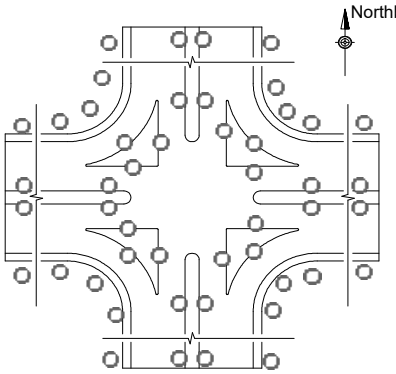
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

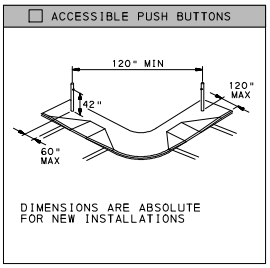
pennsylvania
DEPARTMENT OF TRANSPORTATION

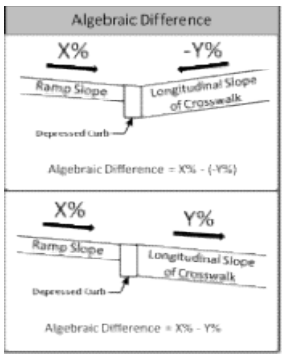
JASPER ST & E THAYER ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)		2024	06	24		
Designer 1		Nazir Vasquez Bowman Consulting Group Ltd.				
Designer 2		Alex long Bowman Consulting Group Ltd.				
*Engineering District Code		06 - District 6-0				
*County Name		Philadelphia				
*County Code (auto)		101				
*Municipality Name		Philadelphia City				
*Municipality Code (auto)		60000				
Construction Phase		Constructed				
Ramp Crosses		Local Road				
Photo Log Number		N/A				
Number of Photos		1				
Ramp Surface		Concrete				
Surface Stable, Firm, and Slip Resistant		YES				
Elevation Differences > 1/4"		NO		(X/16")		
Grate Openings or Gaps > 1/2"		NO		(X/16")		
Utilities in Path of Travel		NO				
Water Ponding in Path of Travel		NO				
Detectable Warning Surface (DWS)		YES				
DWS type		Cast Iron				
Pedestrian Crossing and Type		YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path		YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp		1.10	%	2.00	%	
Turning Maneuver in Street		NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)		YES	Comments:			
ECMS #		Alg Δ Grade (%)	8.7			
Intersection Ramp # of #		1	1			
*Ramp Location (Use Figure Below)			19			
*Curb Ramp Type	Type 1					
*North Leg	JASPER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E THAYER	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	JASPER	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E THAYER	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons		N/A		
Sketch Used To Collect Field Information		No		
Asset # (auto)	C-06-101-60000-JASPERSt-ETHAYERSt-JASPERSt-ETHAYERSt-2024-06-24-19-Type1			
Status	Current			
Archive Ramp at location #:		N/A		
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)			

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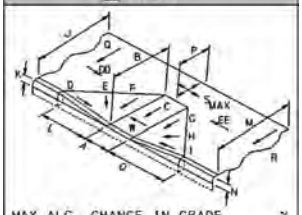
DEPARTMENT OF TRANSPORTATION

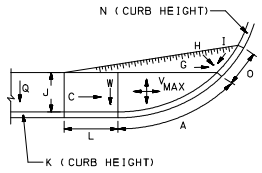
JASPER ST & E THAYER ST, PennDOT Location
ID # 19

☐ TYPE 1



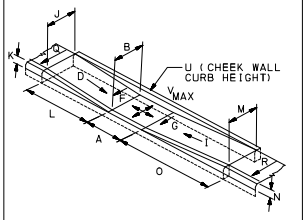
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



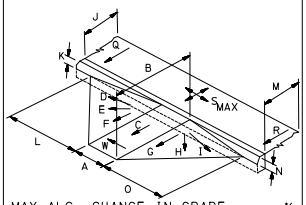
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



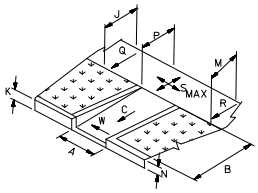
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



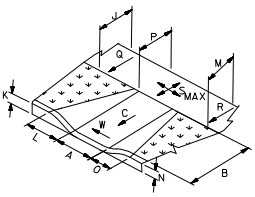
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



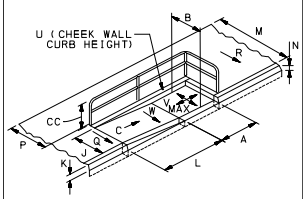
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



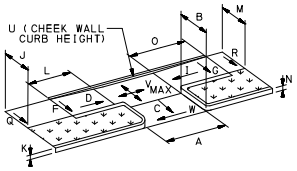
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



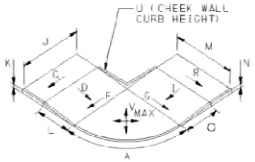
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



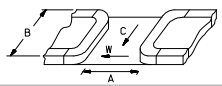
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

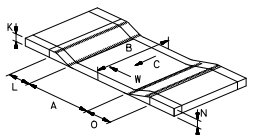
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	84	(IN)	
*	C	7.60	(%)	
*	D	6.40	(%)	
	E	8.30	(%)	
*	F	8.20	(%)	
*	G	7.60	(%)	
	H	12.80	(%)	
*	I	10.90	(%)	
*	J	96	(IN)	
	K	3	(IN)	
	L	84	(IN)	
*	M	106	(IN)	
	N	7	(IN)	
	O	84	(IN)	
*	P	48	(IN)	
*	Q	4.10	(%)	
*	R	3.50	(%)	
*	S	0.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.30	(%)	
*	EE	5.60	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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JASPER ST & E THAYER ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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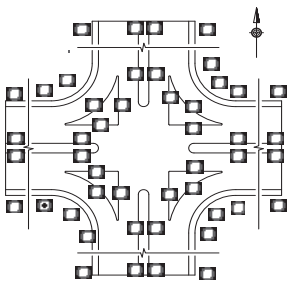

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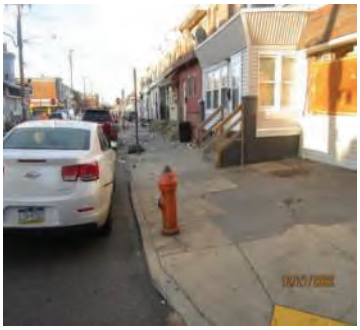

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!*. HC *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Jasper Street-Jasper Street-E Thayer Street-E Thayer Street-19-4496*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

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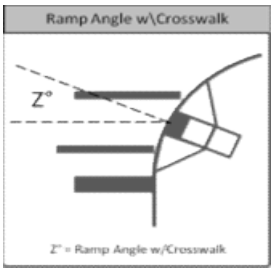
!*. HC	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Jasper Street-Jasper Street-E Thayer Street-E Thaye*

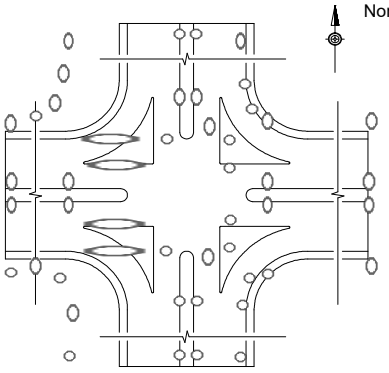
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

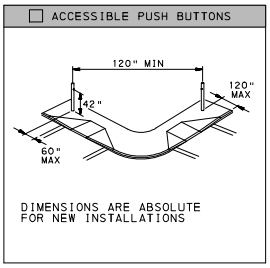
pennsylvania DEPARTMENT OF TRANSPORTATION

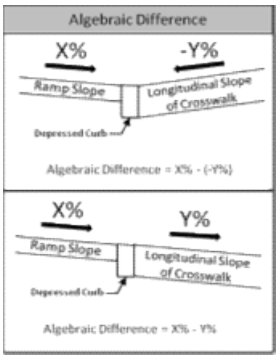
JASPER ST & E TIOGA ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2024	02	15			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	1.70	%	2.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.1			
Intersection Ramp # of #	1	2				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 1					
*North Leg	E TIOGA	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	JASPER	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	E TIOGA	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	JASPER	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







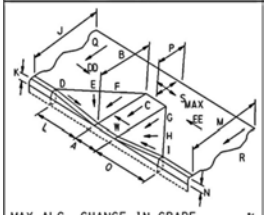


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-ETIOGASt-JASPERSt-ETIOGASt-JASPERSt-2024-02-15-17-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

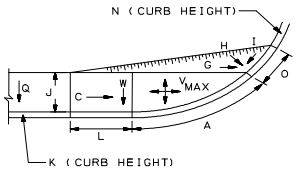
JASPER ST & E TIOGA ST, PennDOT Location ID # 17

☐ TYPE 1



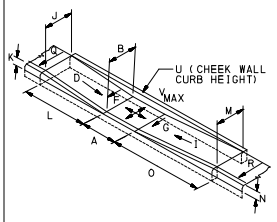
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



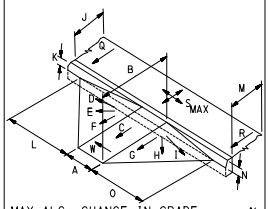
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



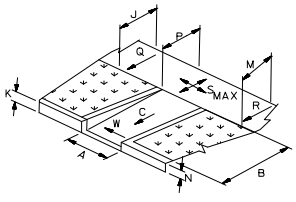
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



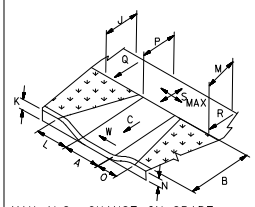
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



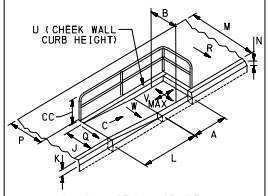
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



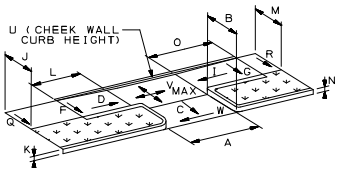
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



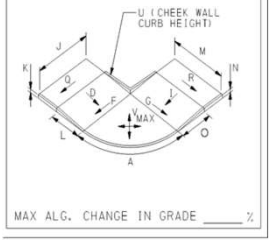
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



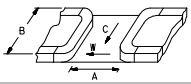
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

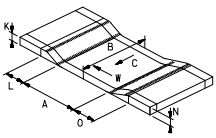
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	95	(IN)	
*	C	7.40	(%)	
*	D	999	(%)	unwalkable
	E	999	(%)	unwalkable
*	F	999	(%)	unwalkable
*	G	8.10	(%)	
	H	13.30	(%)	
*	I	9.90	(%)	
*	J	99	(IN)	
	K	5	(IN)	
	L	30	(IN)	
*	M	97	(IN)	
	N	3	(IN)	
	O	38	(IN)	
*	P	48	(IN)	
*	Q	3.00	(%)	
*	R	3.70	(%)	
*	S	1.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	2.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	144	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.60	(%)	
*	EE	2.00	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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DEPARTMENT OF TRANSPORTATION

JASPER ST & E TIOGA ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

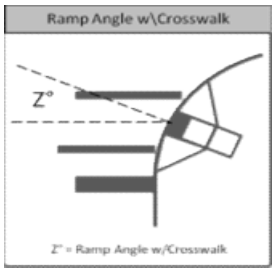
Insert Picture 3

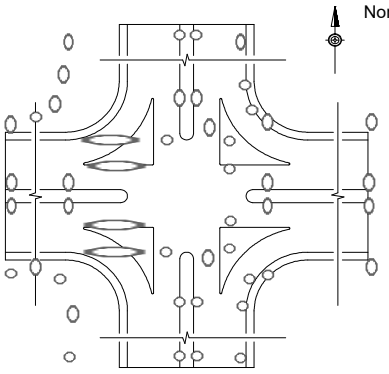
Insert Picture 6

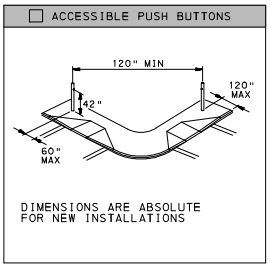
pennsylvania DEPARTMENT OF TRANSPORTATION

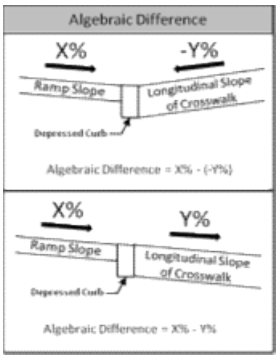
JASPER ST & E TIOGA ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2024	02	15		
Designer 1	Nazir Vasquez McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	8.10	%	2.00	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	11.6		
Intersection Ramp # of #	2	2			
*Ramp Location (Use Figure Below)		19			
*Curb Ramp Type	Type 1				
*North Leg	E TIOGA	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	JASPER	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	E TIOGA	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	JASPER	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







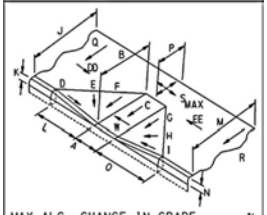


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-ETIOGASt-JASPERSt-ETIOGASt-JASPERSt-2024-02-15-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

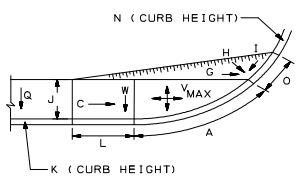
JASPER ST & E TIOGA ST, PennDOT Location ID # 19

☐ TYPE 1



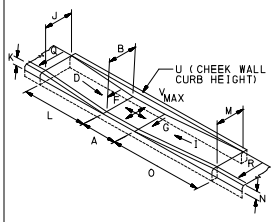
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



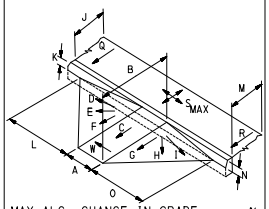
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



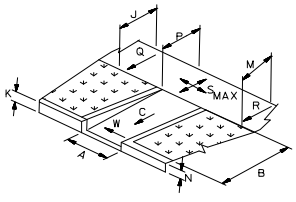
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



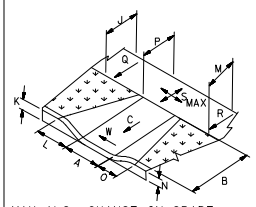
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



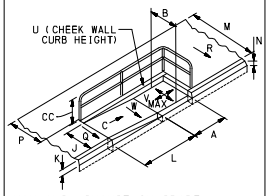
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



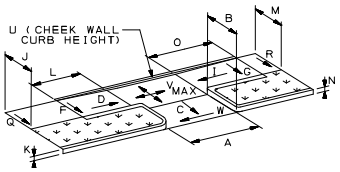
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



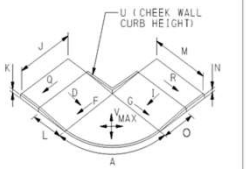
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



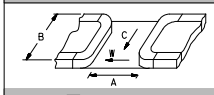
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

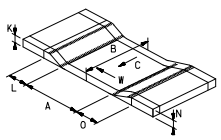
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	115	(IN)
*	C	3.50	(%)
*	D	8.70	(%)
	E	8.10	(%)
*	F	2.70	(%)
*	G	2.00	(%)
	H	7.30	(%)
*	I	9.20	(%)
*	J	99	(IN)
	K	4	(IN)
	L	39	(IN)
*	M	97	(IN)
	N	4	(IN)
	O	36	(IN)
*	P	48	(IN)
*	Q	3.00	(%)
*	R	3.70	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	168	(IN)
*	Z		(IN)
*	ZZ	142	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.60	(%)
*	EE	2.00	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments

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DEPARTMENT OF TRANSPORTATION

JASPER ST & E TIOGA ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

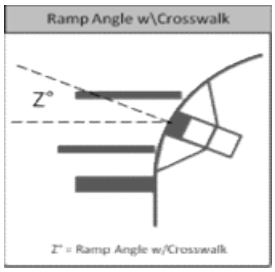
Insert Picture 6

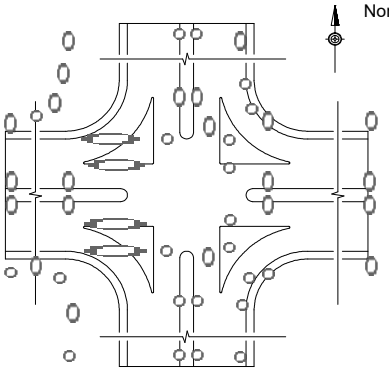
pennsylvania DEPARTMENT OF TRANSPORTATION

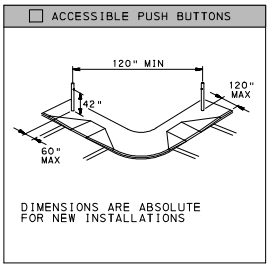
JASPER ST & E WENSLEY ST, PennDOT Location ID # 7

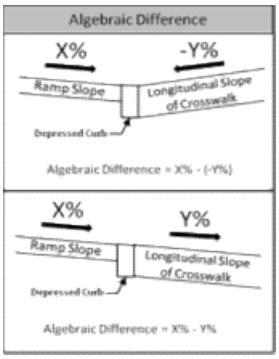
*Date of Design (yyyy mm dd)	2024	06	24			
Designer 1	Robert Greenhill Bowman					
Designer 2	Alex Long Bowman					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	7.00	%	0.50	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	12.5			
Intersection Ramp # of #	3	8				
*Ramp Location (Use Figure Below)	07					
*Curb Ramp Type	Type 1					

*North Leg	JASPER	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	E WENSLEY	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	JASPER	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	E WENSLEY	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







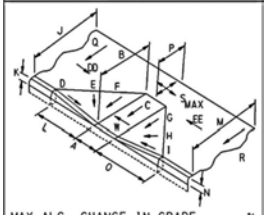


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-JASPERSt-EWENSLEYSt-JASPERSt-EWENSLEYSt-2024-06-24-7-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

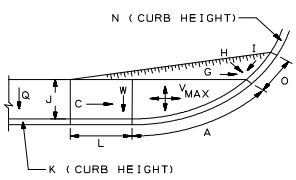
JASPER ST & E WENSLEY ST, PennDOT Location
ID # 7

☐ TYPE 1



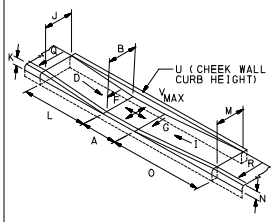
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



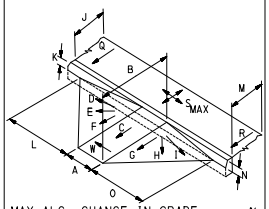
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



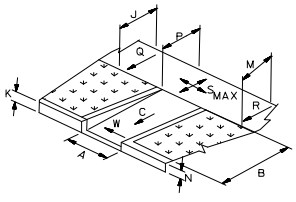
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



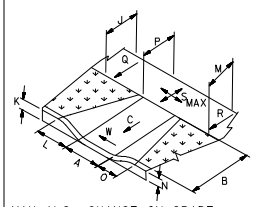
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



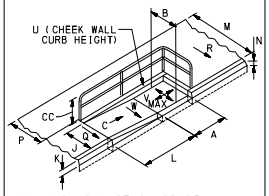
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



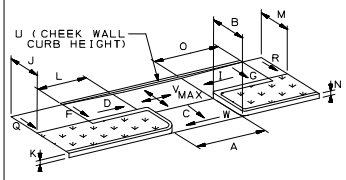
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



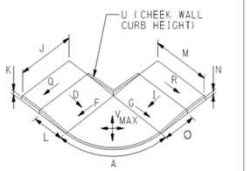
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



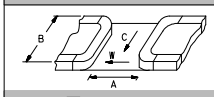
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

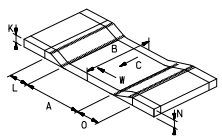
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	5.50	(%)
*	D	6.90	(%)
	E	8.30	(%)
*	F	5.20	(%)
*	G	6.70	(%)
	H	6.90	(%)
*	I	3.60	(%)
*	J	48	(IN)
	K	3	(IN)
	L	50	(IN)
*	M	48	(IN)
	N	4	(IN)
	O	28	(IN)
*	P	48	(IN)
*	Q	0.30	(%)
*	R	10.40	(%)
*	S	1.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.70	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.10	(%)
*	EE	0.50	(%)

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments

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DEPARTMENT OF TRANSPORTATION

JASPER ST & E WENSLEY ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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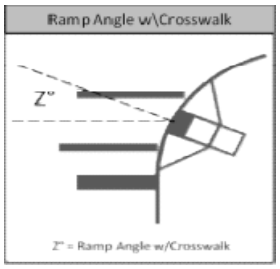
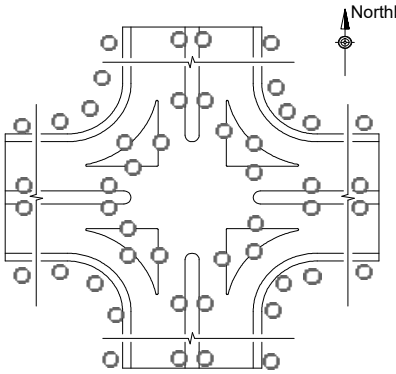
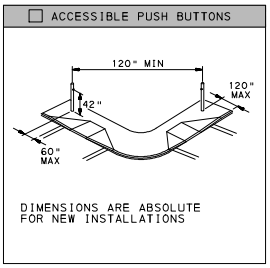
DEPARTMENT OF TRANSPORTATION

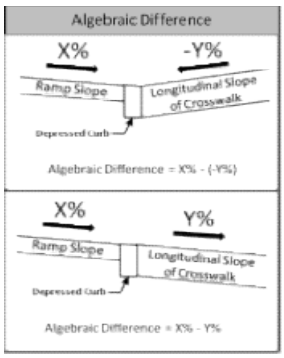
JASPER ST & E WENSLEY ST, PennDOT Location
ID # 9

*Date of Design (yyyy mm dd)	2024	06	24			
Designer 1	Robert Greenhill Bowman					
Designer 2	Alex Long Bowman					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Double Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	7.70	%	1.30	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	13.3			
Intersection Ramp # of #	4	8				
*Ramp Location (Use Figure Below)		09				
*Curb Ramp Type	Type 1					
*North Leg	JASPER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E WENSLEY	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	JASPER	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E WENSLEY	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-JASPERSt-EWENSLEYSt-JASPERSt-EWENSLEYSt-2024-06-24-9-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

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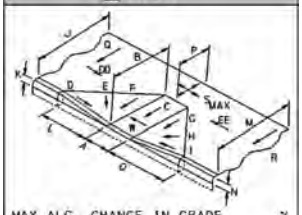
DEPARTMENT OF TRANSPORTATION

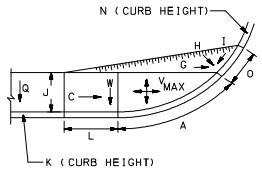
JASPER ST & E WENSLEY ST, PennDOT Location
ID # 9

☐ TYPE 1



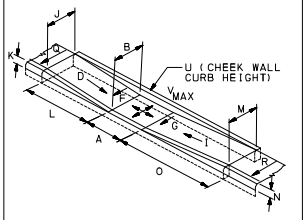
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



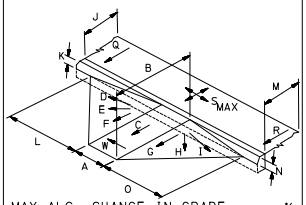
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



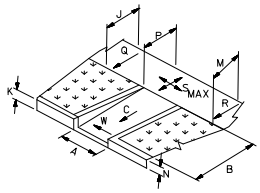
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



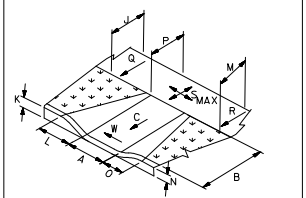
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



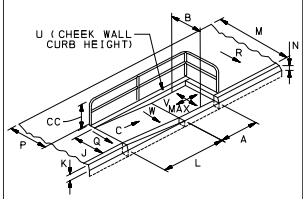
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



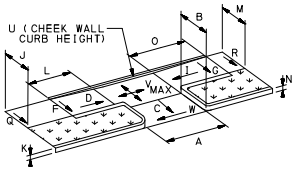
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



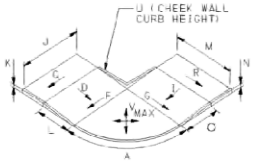
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



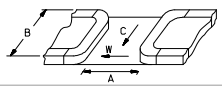
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

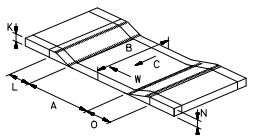
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	72	(IN)	
*	C	5.60	(%)	
*	D	9.90	(%)	
	E	8.20	(%)	
*	F	6.10	(%)	
*	G	999	(%)	stop sign
	H	999	(%)	stop sign
*	I	999	(%)	stop sign
*	J	48	(IN)	
	K	5	(IN)	
	L	28	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	40	(IN)	
*	P	48	(IN)	
*	Q	0.60	(%)	
*	R	10.30	(%)	
*	S	1.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.10	(%)	
*	X	48	(IN)	
*	Y	120	(IN)	
*	YY	120	(IN)	
*	Z	48	(IN)	
*	ZZ	48	(IN)	
*	AA	48	(IN)	
*	BB	48	(IN)	
	CC		(IN)	
*	DD	2.10	(%)	
*	EE	1.00	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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DEPARTMENT OF TRANSPORTATION

JASPER ST & E WENSLEY ST, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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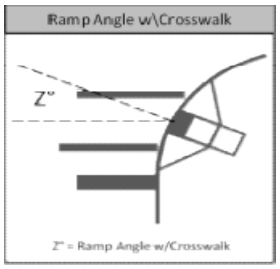
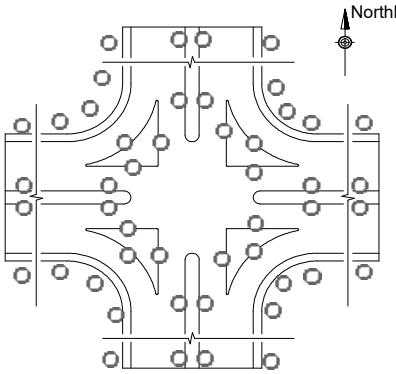
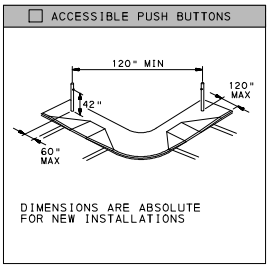
DEPARTMENT OF TRANSPORTATION

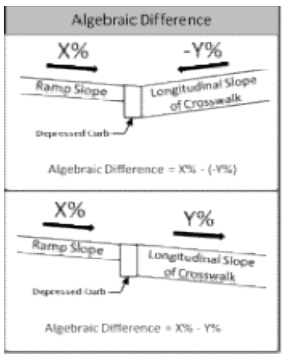
JASPER ST & E WENSLEY ST, PennDOT Location
ID # 14

*Date of Design (yyyy mm dd)	2024	06	24			
Designer 1	Robert Greenhill Bowman					
Designer 2	Alex Long Bowman					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	9.20	%	0.40	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	13.3			
Intersection Ramp # of #	6	8				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					
*North Leg	JASPER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E WENSLEY	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	JASPER	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E WENSLEY	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-JASPERSt-EWENSLEYSt-JASPERSt-EWENSLEYSt-2024-06-24-14-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

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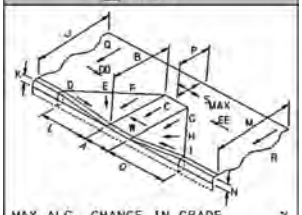
DEPARTMENT OF TRANSPORTATION

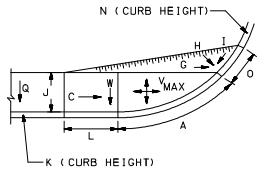
JASPER ST & E WENSLEY ST, PennDOT Location
ID # 14

☐ TYPE 1



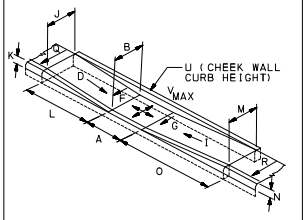
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



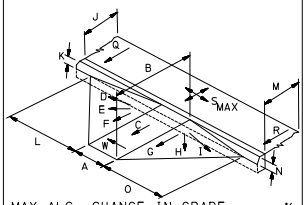
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



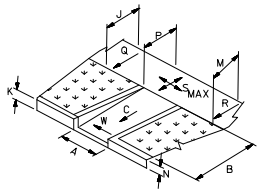
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



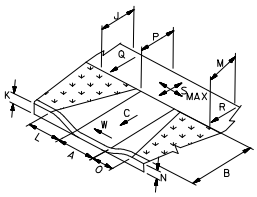
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



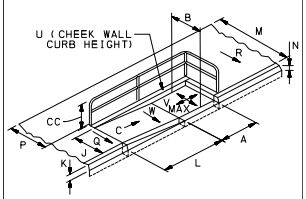
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



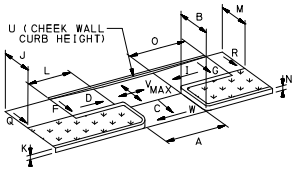
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



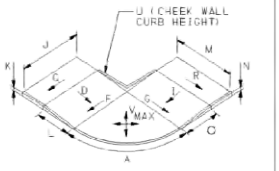
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



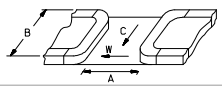
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

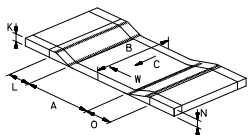
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	48	(IN)	
*	C	5.80	(%)	
*	D	9.80	(%)	
	E	9.10	(%)	
*	F	5.50	(%)	
*	G	999	(%)	utility pole
	H	999	(%)	utility pole
*	I	999	(%)	utility pole
*	J	48	(IN)	
	K	3	(IN)	
	L	36	(IN)	
*	M	48	(IN)	
	N	3	(IN)	
	O	46	(IN)	
*	P	48	(IN)	
*	Q	3.30	(%)	
*	R	3.50	(%)	
*	S	3.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.90	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	48	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.90	(%)	
*	EE	4.90	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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JASPER ST & E WENSLEY ST, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Jasper Street and Wensley Street	Ramp 14

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [x] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Anton Kuhner, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	425 Commerce Drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	February 23, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	○ Yes	○ No
Pedestrian Trip Generators	○ Yes	○ No
Safety Concerns	○ Yes	○ No
R9-3A "No Peds" Signs	○ Yes	○ No
Existing Crosswalk	○ Yes	○ No
Existing Sidewalk	○ Yes	○ No
Existing Push Buttons	○ Yes	○ No

ADT

Location Identification

Northbound

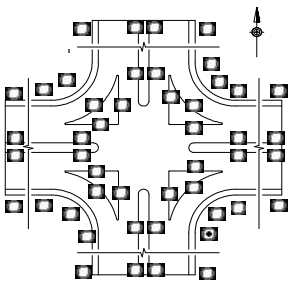
Jasper Street
**SR North - Segment*

Jasper Street
**SR South - Segment*

Wensley Street
**SR East - Segment*

Wensley Street
**SR West - Segment*

14
Location #



Investigated design alternatives	Why alternative was not selected
1) Locate Type 1 curb ramp further north	Conflict with curb ramp in position 14
2) Locate Type 1 curb ramp further south	Conflict with existing utility pole
3) Build up further in front of ramp	Would create low point along curb line north of ramp

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: maximum landing slope of 2.00%, maximum longitudinal slope of 8.33%, maximum DWS transition strip slope of 5.00%, maximum triangular landing slope of 2.00%, and therefore the ramp has been designed with a maximum landing slope of 5.00%, a maximum longitudinal slope of 10.72%, a maximum DWS transition strip slope of 7.00%, and a maximum triangular landing slope of 4.00%.

ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

3/7/2024
ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

3/7/2024
District ADE of Design - Date

TIF #: #REF!

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Jasper Street and Wensley Street	Ramp 14

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 ramp further to the north; however shifting the curb ramp further to the north would create a conflict for space with the ramp in position 12. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the south; however shifting the curb ramp further to the south would create a conflict with the utility pole. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to build up further in front of the ramp; however building up further would create a low point to the north of the ramp and cause ponding. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum landing slope of 2.00%, a maximum longitudinal slope of 8.33%, a maximum DWS transition strip of 5.00%, and a maximum triangular landing slope of 2.00%. It is technically infeasible to meet these requirements due to the close proximity of existing steps on the corner and the large grade separation between bottom of curb and the steps. In order to negate the impacts to the steps the type 1 curb ramp has been designed with a maximum landing slope of 5.00%, a maximum longitudinal slope of 10.72%, a maximum DWS transition strip of 7.00%, and a maximum triangular landing slope of 4.00%. This design provides access to the maximum extent feasible.

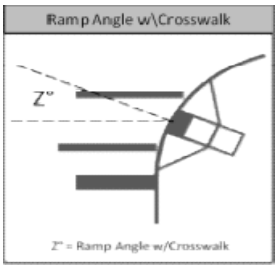
TIF #:	*#REF!*

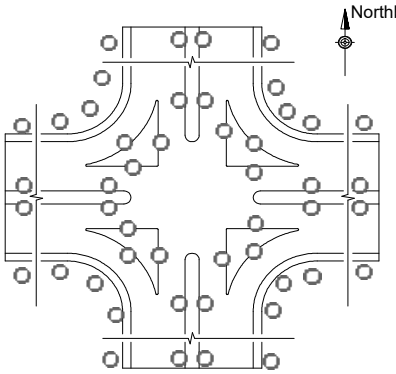
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

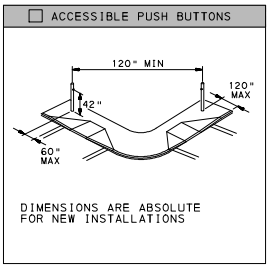
pennsylvania
DEPARTMENT OF TRANSPORTATION

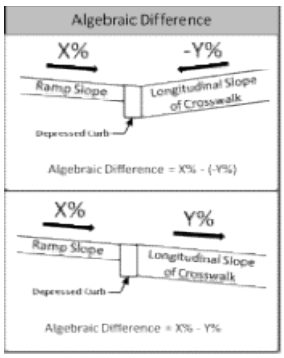
JASPER ST & E WESTMORELAND ST, PennDOT
Location ID # 2

*Date of Design (yyyy mm dd)	2024	06	19		
Designer 1	Robert Greenhill Bowman				
Designer 2	Alex long Bowman				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	State Route				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	4.60	%	2.40	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	10.6		
Intersection Ramp # of #	1	7			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				
*North Leg	JASPER	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	E WESTMORELAND	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	JASPER	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	E WESTMORELAND	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







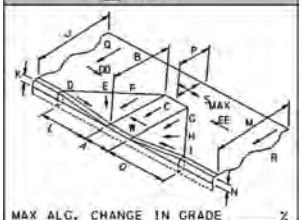


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-JASPERSt-EWESTMORELANDSt-JASPERSt-EWESTMORELANDSt-2024-06-19-2-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

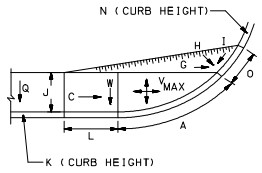
JASPER ST & E WESTMORELAND ST, PennDOT
Location ID # 2

☐ TYPE 1



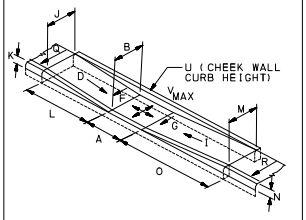
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



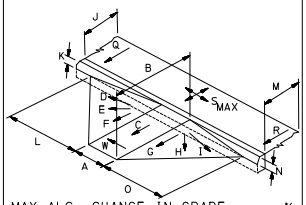
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



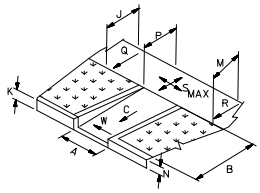
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



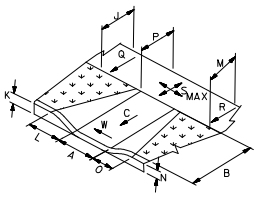
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



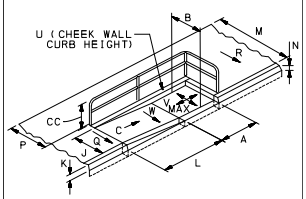
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



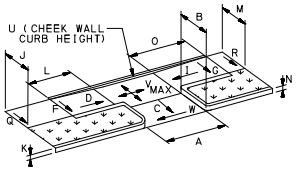
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



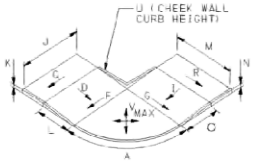
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



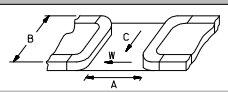
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

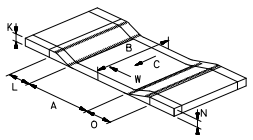
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	72	(IN)	
*	C	6.00	(%)	
*	D	999	(%)	utility pole
	E	999	(%)	utility pole
*	F	999	(%)	utility pole
*	G	7.90	(%)	
	H	9.50	(%)	
*	I	8.30	(%)	
*	J	48	(IN)	
	K	4	(IN)	
	L	33	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	53	(IN)	
*	P	48	(IN)	
*	Q	4.80	(%)	
*	R	6.60	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.70	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	190	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.70	(%)	
*	EE	3.80	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-JASPERSt-EWESTMORELANDSt-JASPERSt-EWESTMORELANDSt-2024-06-19-2-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

JASPER ST & E WESTMORELAND ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

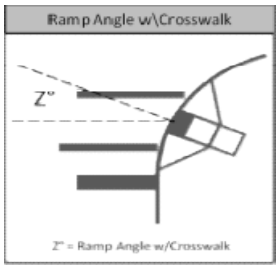
Insert Picture 3

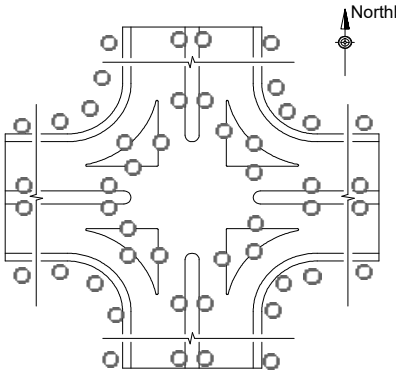
Insert Picture 6

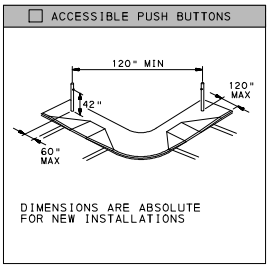
pennsylvania
DEPARTMENT OF TRANSPORTATION

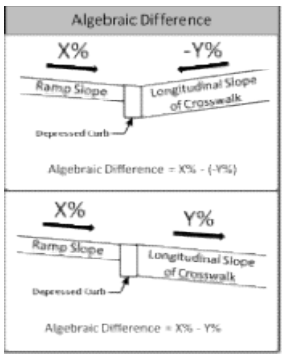
JASPER ST & E WESTMORELAND ST, PennDOT
Location ID # 4

*Date of Design (yyyy mm dd)	2024	06	19			
Designer 1	alex long bowman					
Designer 2	. .					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	5.20	%	1.30	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	12.0			
Intersection Ramp # of #		0	0			
*Ramp Location (Use Figure Below)			04			
*Curb Ramp Type	Type 1					
*North Leg	JASPER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E WESTMORELAND	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	JASPER	(segment)	(offset)			
*South Leg Desc.						
*West Leg	E WESTMORELAND	(segment)	(offset)			
*West Leg Desc.						
Ramp Coordinates	Latitude					
	Longitude					







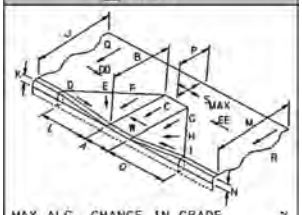


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-JASPERSt-EWESTMORELANDSt-JASPER-EWESTMORELAND-2024-06-19-4-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania
DEPARTMENT OF TRANSPORTATION

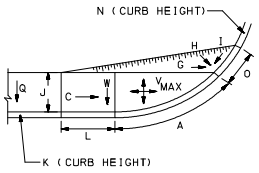
JASPER ST & E WESTMORELAND ST, PennDOT
Location ID # 4

☐ TYPE 1



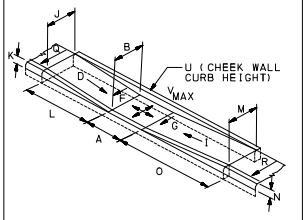
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



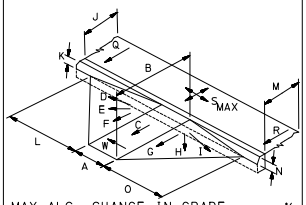
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



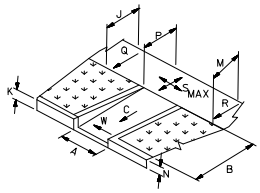
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



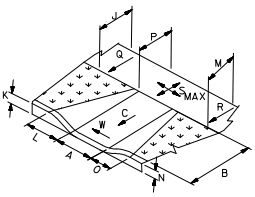
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



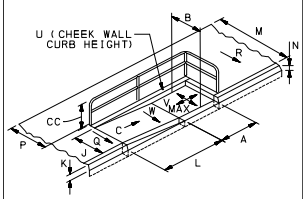
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



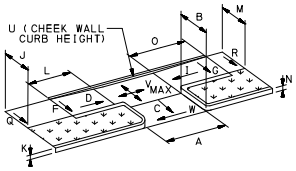
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



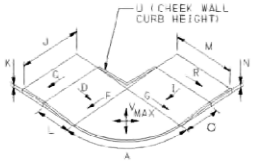
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



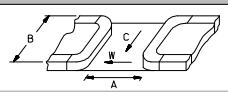
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

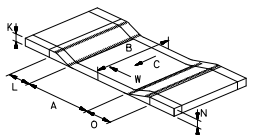
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	58	(IN)
*	B	40	(IN)
*	C	6.80	(%)
*	D	6.60	(%)
	E	8.20	(%)
*	F	6.80	(%)
*	G	6.80	(%)
	H	8.90	(%)
*	I	7.70	(%)
*	J	48	(IN)
	K	4	(IN)
	L	36	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	30	(IN)
*	P	48	(IN)
*	Q	0.40	(%)
*	R	7.00	(%)
*	S	1.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	120	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	4.70	(%)
*	EE	4.90	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

C-06-101-60000-JASPERSt-EWESTMORELANDSt-JASPER-EWESTMORELAND-2024-06-19-4-Type1

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DEPARTMENT OF TRANSPORTATION

JASPER ST & E WESTMORELAND ST, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

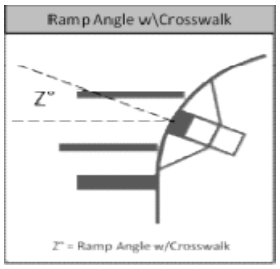
Insert Picture 3

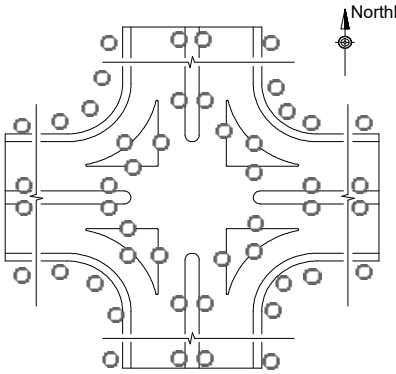
Insert Picture 6

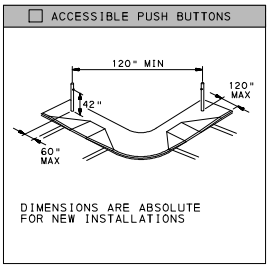
pennsylvania
DEPARTMENT OF TRANSPORTATION

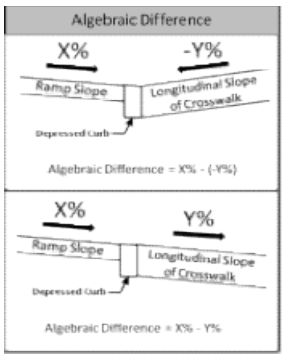
JASPER ST & E WESTMORELAND ST, PennDOT
Location ID # 7

*Date of Design (yyyy mm dd)	2024	06	19			
Designer 1	Robert Greenhill Bowman					
Designer 2	Alex Long Bowman					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	3.30	%	0.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	13.1			
Intersection Ramp # of #	3	7				
*Ramp Location (Use Figure Below)		07				
*Curb Ramp Type	Type 1					
*North Leg	JASPER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E WESTMORELAND	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	JASPER	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E WESTMORELAND	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







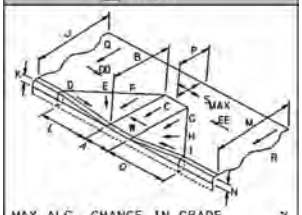


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-JASPERSt-EWESTMORELANDSt-JASPERSt-EWESTMORELANDSt-2024-06-19-7-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

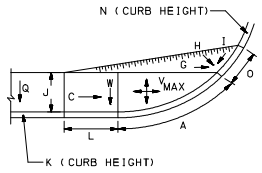
JASPER ST & E WESTMORELAND ST, PennDOT
Location ID # 7

☐ TYPE 1



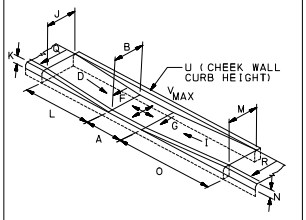
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



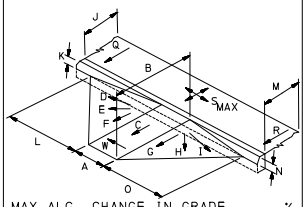
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



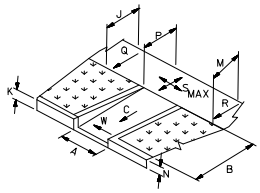
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



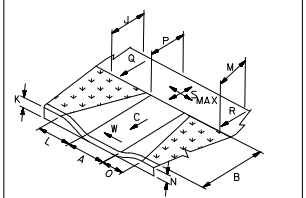
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



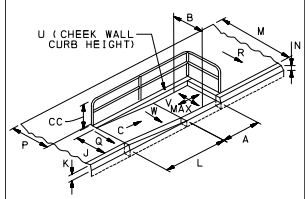
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



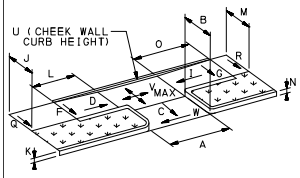
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



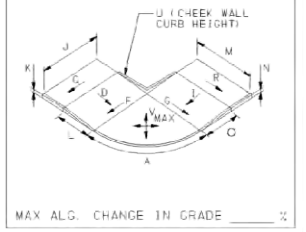
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



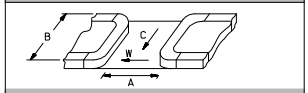
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

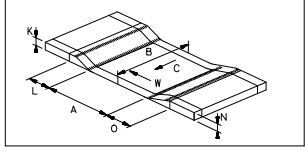
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	72	(IN)	
*	C	6.90	(%)	
*	D	999	(%)	pole
	E	999	(%)	pole
*	F	999	(%)	pole
*	G	6.50	(%)	
	H	8.70	(%)	
*	I	6.90	(%)	
*	J	48	(IN)	
	K	4	(IN)	
	L	42	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	45	(IN)	
*	P	48	(IN)	
*	Q	0.50	(%)	
*	R	0.60	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	190	(IN)	
*	Z		(IN)	
*	ZZ	120	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.20	(%)	
*	EE	3.50	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-JASPERSt-EWESTMORELANDSt-JASPERSt-EWESTMORELANDSt-2024-06-19-7-Type1

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DEPARTMENT OF TRANSPORTATION

JASPER ST & E WESTMORELAND ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

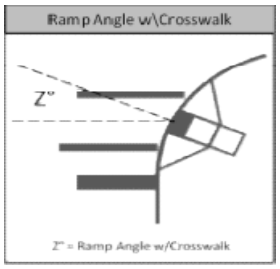
Insert Picture 3

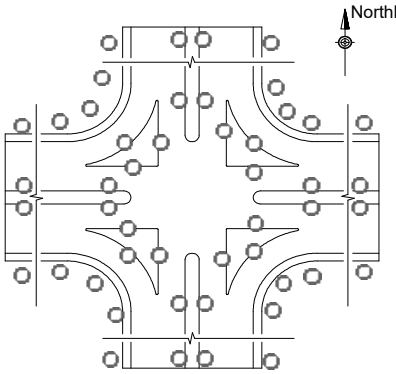
Insert Picture 6

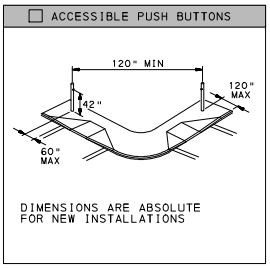
pennsylvania
DEPARTMENT OF TRANSPORTATION

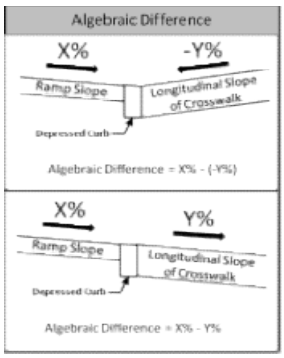
JASPER ST & E WESTMORELAND ST, PennDOT
Location ID # 17

*Date of Design (yyyy mm dd)	2024	06	19			
Designer 1	Robert Greenhill Bowman					
Designer 2	alex Long Bowman					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	State Route					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	3.10	%	1.50	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	4.6			
Intersection Ramp # of #		6	7			
*Ramp Location (Use Figure Below)			17			
*Curb Ramp Type	Type 1					
*North Leg	JASPER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E WESTMORELAND	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	JASPER	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E WESTMORELAND	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







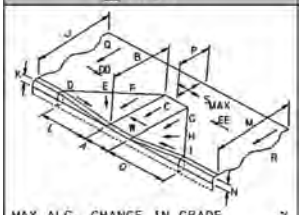


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-JASPERSt-EWESTMORELANDSt-JASPERSt-EWESTMORELANDSt-2024-06-19-17-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

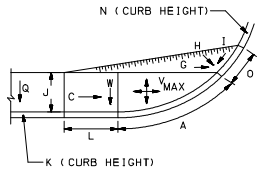
JASPER ST & E WESTMORELAND ST, PennDOT
Location ID # 17

☐ TYPE 1



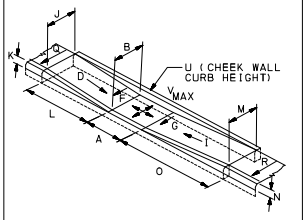
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



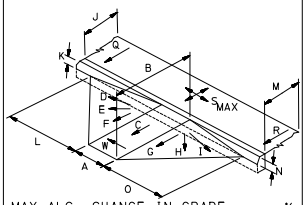
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



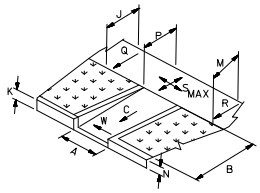
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



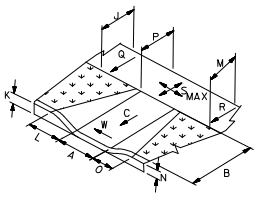
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



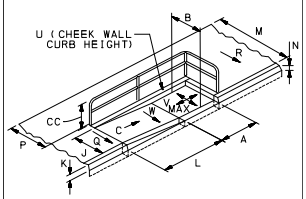
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



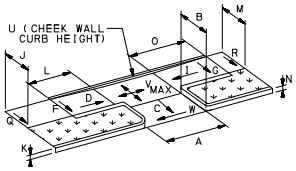
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



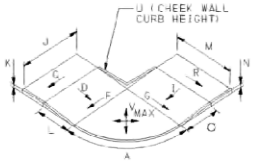
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



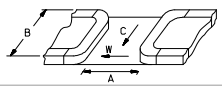
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

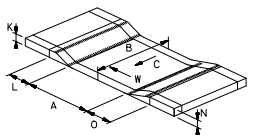
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	36	(IN)	
*	C	8.00	(%)	
*	D	999	(%)	utility pole
	E	999	(%)	utilitypole
*	F	999	(%)	utility pole
*	G	8.30	(%)	
	H	9.40	(%)	
*	I	9.60	(%)	
*	J	96	(IN)	
	K	44	(IN)	
	L	4	(IN)	
*	M	96	(IN)	
	N	3	(IN)	
	O	51	(IN)	
*	P	48	(IN)	
*	Q	6.70	(%)	
*	R	4.80	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.70	(%)	
*	EE	1.10	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-JASPERSt-EWESTMORELANDSt-JASPERSt-EWESTMORELANDSt-2024-06-19-17-Type1

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DEPARTMENT OF TRANSPORTATION

JASPER ST & E WESTMORELAND ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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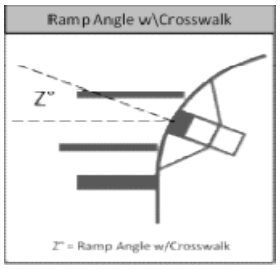
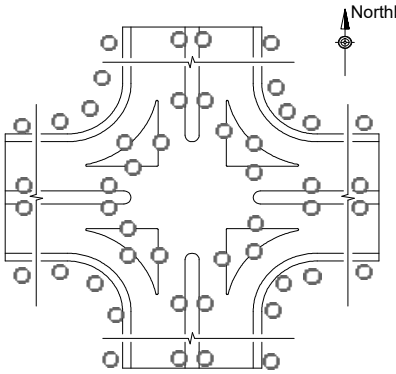
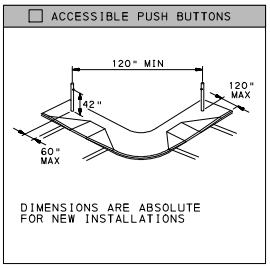
DEPARTMENT OF TRANSPORTATION

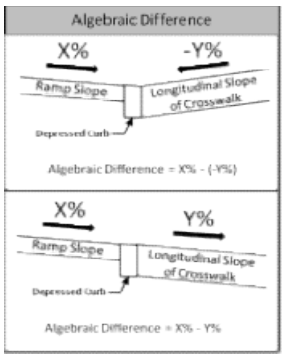
JASPER ST & E WESTMORELAND ST, PennDOT
Location ID # 19

*Date of Design (yyyy mm dd)	2024	06	19			
Designer 1	Robert Greenhill bowman					
Designer 2	. .					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	4.70	%	1.40	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.2			
Intersection Ramp # of #	7	7				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	JASPER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E WESTMORELAND	(segment)	(offset)			
*East Leg Desc.						
*South Leg	JASPER	(segment)	(offset)			
*South Leg Desc.						
*West Leg	E WESTMORELAND	(segment)	(offset)			
*West Leg Desc.						
Ramp Coordinates	Latitude					
	Longitude					







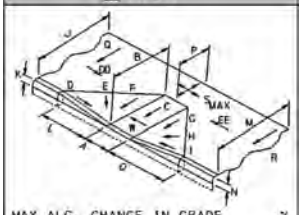


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-JASPERSt-EWESTMORELAND-JASPER-EWESTMORELAND-2024-06-19-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

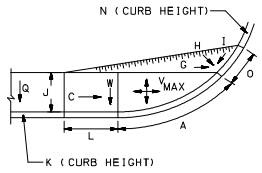
JASPER ST & E WESTMORELAND ST, PennDOT
Location ID # 19

☐ TYPE 1



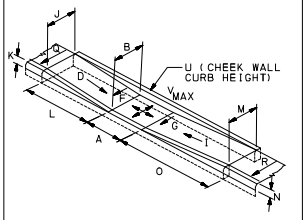
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



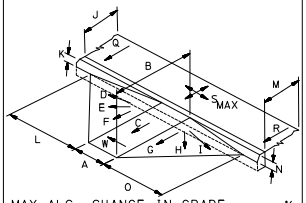
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



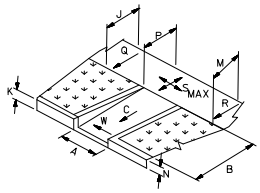
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



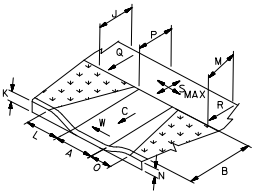
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



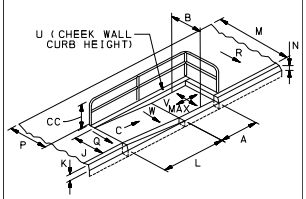
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



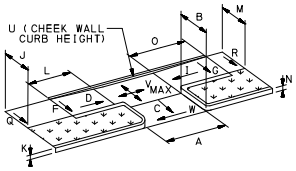
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



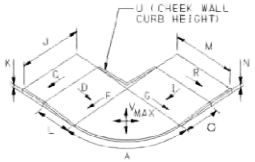
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



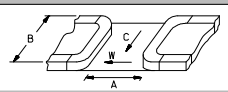
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

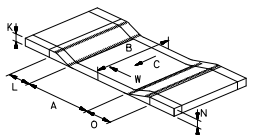
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	42	(IN)
*	C	3.50	(%)
*	D	4.90	(%)
	E	3.80	(%)
*	F	3.40	(%)
*	G	3.70	(%)
	H	7.10	(%)
*	I	8.30	(%)
*	J	48	(IN)
	K	3	(IN)
	L	42	(IN)
*	M	48	(IN)
	N	4	(IN)
	O	39	(IN)
*	P	48	(IN)
*	Q	4.70	(%)
*	R	2.80	(%)
*	S	1.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	120	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.40	(%)
*	EE	6.00	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments

C-06-101-60000-JASPERSt-EWESTMORELAND-JASPER-EWESTMORELAND-2024-06-19-19-Type1

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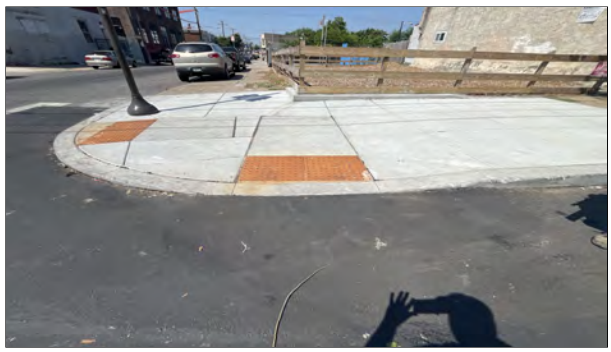
DEPARTMENT OF TRANSPORTATION

JASPER ST & E WESTMORELAND ST, PennDOT Location ID # 19



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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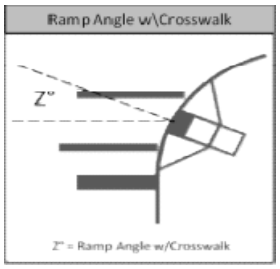
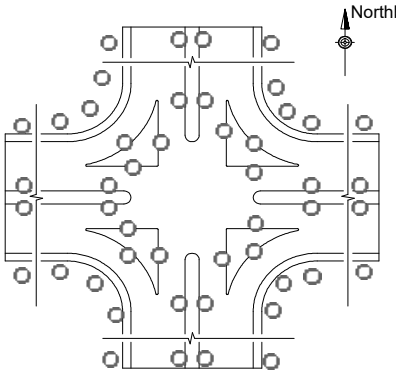
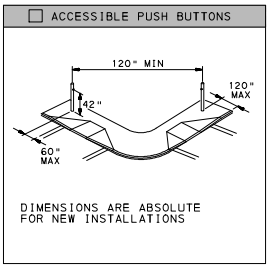
DEPARTMENT OF TRANSPORTATION

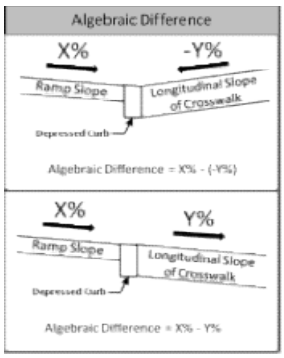
JASPER ST & E WILLARD ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2024	06	24			
Designer 1	Robert Greenhill Bowman					
Designer 2	Alex Long Bowman					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	8.30	%	0.40	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	13.2			
Intersection Ramp # of #	4	8				
*Ramp Location (Use Figure Below)		09				
*Curb Ramp Type	Type 1					
*North Leg	JASPER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E WILLARD	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	JASPER	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E WILLARD	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







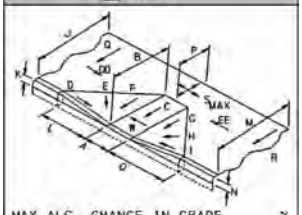


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-JASPERSt-EWILLARDSt-JASPERSt-EWILLARDSt-2024-06-24-9-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania
DEPARTMENT OF TRANSPORTATION

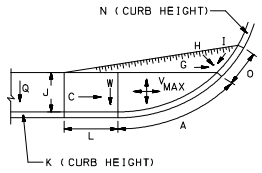
JASPER ST & E WILLARD ST, PennDOT Location
ID # 9

☐ TYPE 1



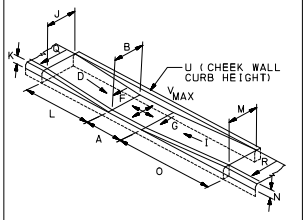
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



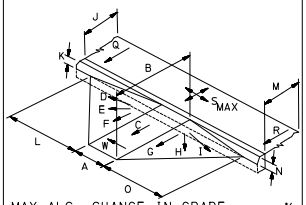
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



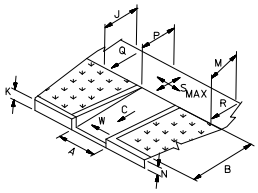
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



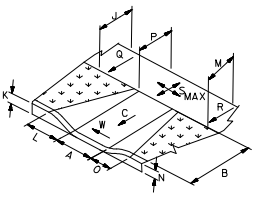
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



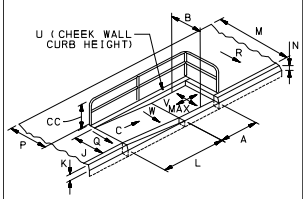
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



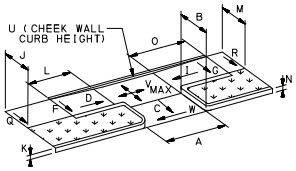
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



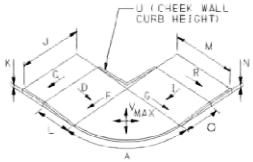
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



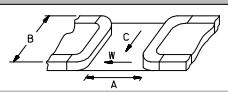
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

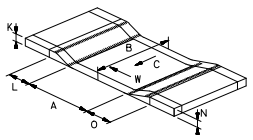
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	72	(IN)
*	C	5.90	(%)
*	D	6.40	(%)
	E	7.60	(%)
*	F	6.50	(%)
*	G	6.20	(%)
	H	8.40	(%)
*	I	7.30	(%)
*	J	48	(IN)
	K	4	(IN)
	L	40	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	46	(IN)
*	P	48	(IN)
*	Q	6.80	(%)
*	R	6.60	(%)
*	S	1.10	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.50	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.90	(%)
*	EE	2.00	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

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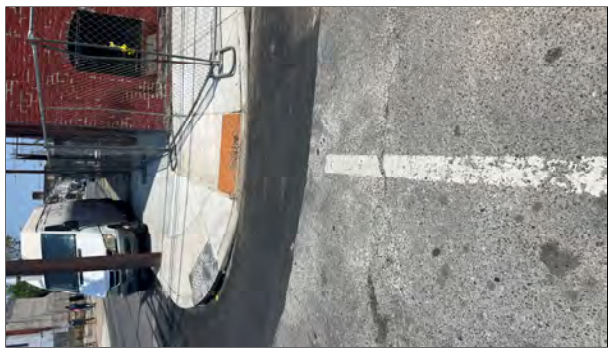
DEPARTMENT OF TRANSPORTATION

JASPER ST & E WILLARD ST, PennDOT Location ID # 9



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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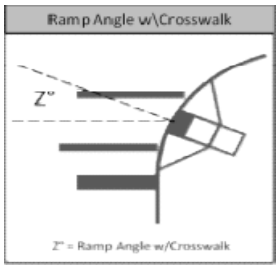
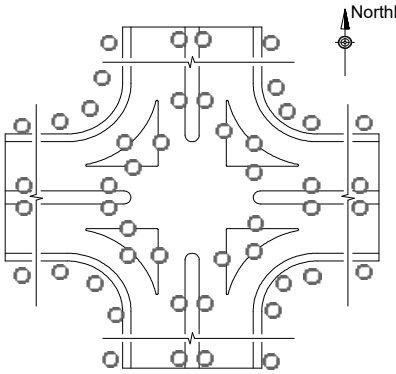
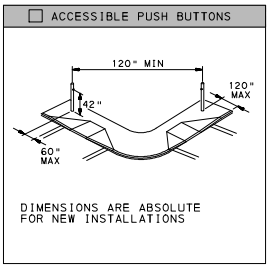
DEPARTMENT OF TRANSPORTATION

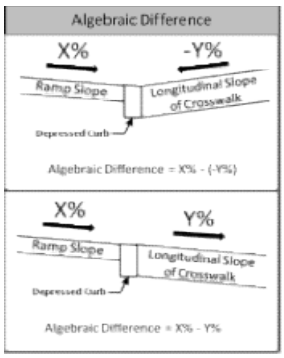
JASPER ST & E WILLARD ST, PennDOT Location
ID # 12

*Date of Design (yyyy mm dd)		2024	06	24		
Designer 1		Robert Greenhill Bowman				
Designer 2		Alex Long Bowman				
*Engineering District Code		06 - District 6-0				
*County Name		Philadelphia				
*County Code (auto)		101				
*Municipality Name		Philadelphia City				
*Municipality Code (auto)		60000				
Construction Phase		Constructed				
Ramp Crosses		Local Road				
Photo Log Number		N/A				
Number of Photos		1				
Ramp Surface		Concrete				
Surface Stable, Firm, and Slip Resistant		YES				
Elevation Differences > 1/4"		NO		(X/16")		
Grate Openings or Gaps > 1/2"		NO		(X/16")		
Utilities in Path of Travel		NO				
Water Ponding in Path of Travel		NO				
Detectable Warning Surface (DWS)		YES				
DWS type		Cast Iron				
Pedestrian Crossing and Type		YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path		YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp		5.30	%	0.80	%	
Turning Maneuver in Street		NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)		YES	Comments:			
ECMS #		Alg Δ Grade (%)	13.1			
Intersection Ramp # of #		5	8			
*Ramp Location (Use Figure Below)			12			
*Curb Ramp Type	Type 1					
*North Leg	JASPER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E WILLARD	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	JASPER	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E WILLARD	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work					YES	
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons		N/A				
Sketch Used To Collect Field Information		No				
Asset # (auto)	C-06-101-60000-JASPERSt-EWILLARDSt-JASPERSt-EWILLARDSt-2024-06-24-12-Type1					
Status	Current					
Archive Ramp at location #:		N/A				
Level of Service	Meets RC-67M					

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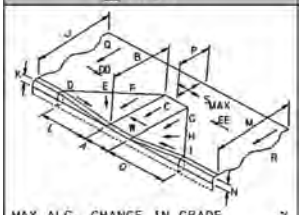
DEPARTMENT OF TRANSPORTATION

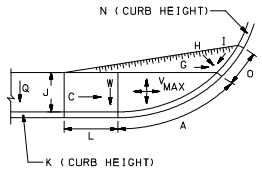
JASPER ST & E WILLARD ST, PennDOT Location
ID # 12

☐ TYPE 1



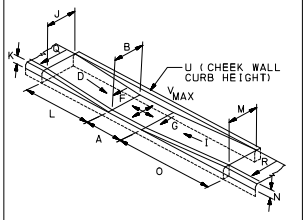
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



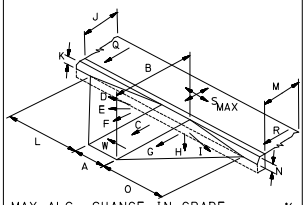
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



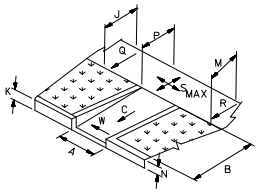
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



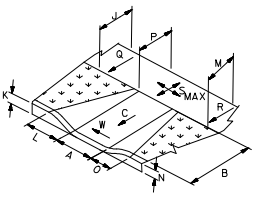
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



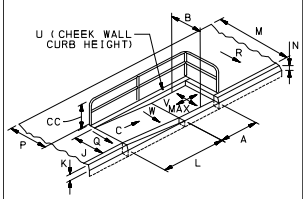
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



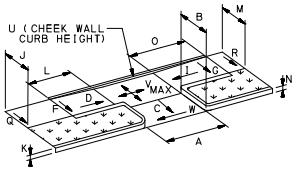
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



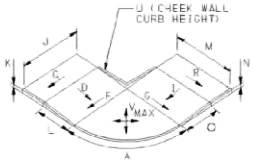
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



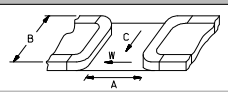
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

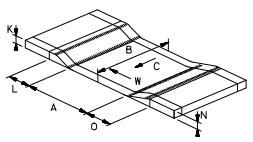
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	72	(IN)
*	C	7.80	(%)
*	D	7.70	(%)
	E	8.40	(%)
*	F	7.10	(%)
*	G	7.90	(%)
	H	8.00	(%)
*	I	6.00	(%)
*	J	48	(IN)
	K	3	(IN)
	L	52	(IN)
*	M	48	(IN)
	N	4	(IN)
	O	40	(IN)
*	P	48	(IN)
*	Q	2.80	(%)
*	R	1.70	(%)
*	S	1.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.70	(%)
*	EE	1.30	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

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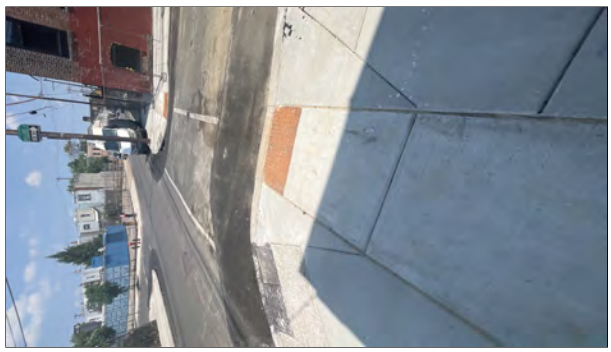
DEPARTMENT OF TRANSPORTATION

JASPER ST & E WILLARD ST, PennDOT Location ID # 12



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

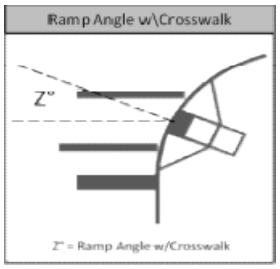
Insert Picture 3

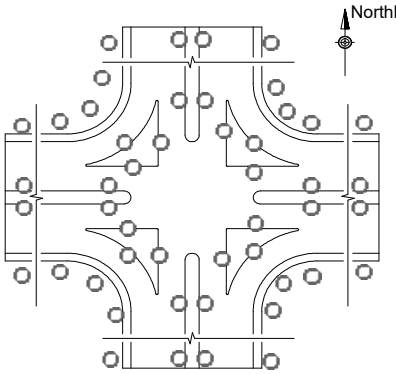
Insert Picture 6

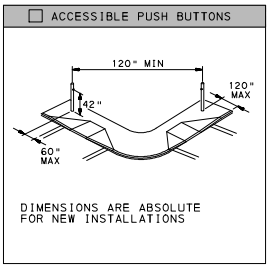
pennsylvania
DEPARTMENT OF TRANSPORTATION

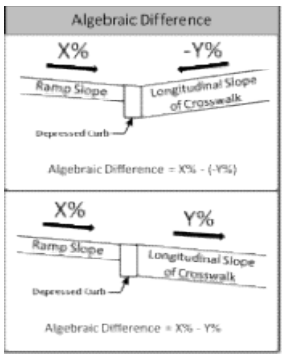
KIP ST & E WESTMORELAND ST, PennDOT
Location ID # 17

*Date of Design (yyyy mm dd)	2024	06	19		
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.				
Designer 2	Alex Long Bowman Consulting Group Ltd.				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	5				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	0.60	%	3.20	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		28	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	9.2		
Intersection Ramp # of #	2	3	28 degrees		
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 1				
*North Leg	KIP	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg		(segment)	(offset)		
*East Leg Desc.					
*South Leg		(segment)	(offset)		
*South Leg Desc.					
*West Leg		(segment)	(offset)		
*West Leg Desc.					
Ramp Coordinates	Latitude				
	Longitude				







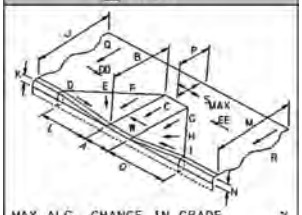


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-KIPSt-2024-06-19-17-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)				

pennsylvania
DEPARTMENT OF TRANSPORTATION

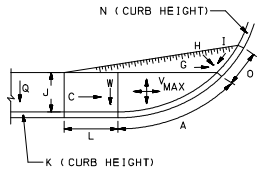
KIP ST & E WESTMORELAND ST, PennDOT
Location ID # 17

☐ TYPE 1



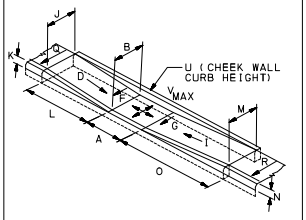
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



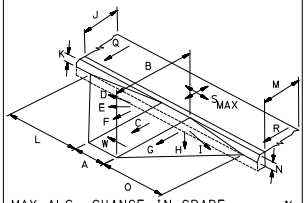
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



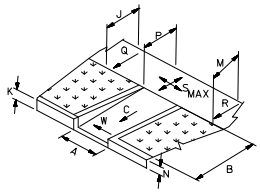
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



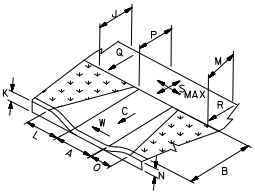
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



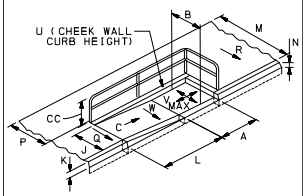
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



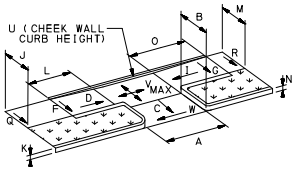
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



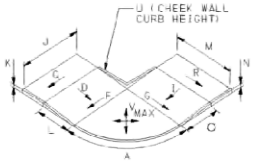
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



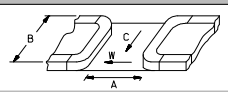
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

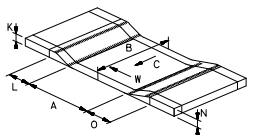
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	41	(IN)
*	C	8.60	(%)
*	D	4.30	(%)
	E	7.70	(%)
*	F	8.90	(%)
*	G	8.60	(%)
	H	11.80	(%)
*	I	9.90	(%)
*	J	48	(IN)
	K	3	(IN)
	L	46	(IN)
*	M	96	(IN)
	N	2	(IN)
	O	59	(IN)
*	P	48	(IN)
*	Q	5.90	(%)
*	R	2.30	(%)
*	S	5.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.80	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	60	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.00	(%)
*	EE	3.40	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

pennsylvania
DEPARTMENT OF TRANSPORTATION

KIP ST & E WESTMORELAND ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Westmoreland Street and Kip Street	Ramp 17

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Helen Lam, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	1515 Market Street, Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
***Date Submitted:**	April 27, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	◉ Yes	○ No
Pedestrian Trip Generators	○ Yes	◉ No
Safety Concerns	○ Yes	◉ No
R9-3A "No Peds" Signs	○ Yes	◉ No
Existing Crosswalk	○ Yes	◉ No
Existing Sidewalk	○ Yes	◉ No
City of Philadelphia requirement	○ Yes	◉ No

that curb ran

ADT

Location Identification

Northbound

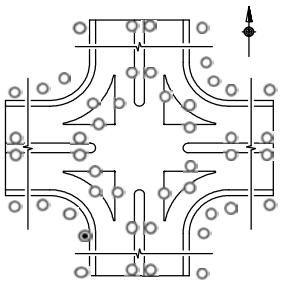
Kip Street
**SR North - Segment*

Kip Street
**SR South - Segment*

Westmoreland Street
**SR East - Segment*

Westmoreland Street
**SR West - Segment*

17
Location #



Investigated design alternatives	Why alternative was not selected
1) Locate Type 1 curb ramp further north	Conflict with existing inlet
2) Locate Type 1 curb ramp further south	TIF still required
3) Increase build up of pavement adjustmen	Reverses direction of flow away from ramp

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: maximum longitudinal slope of 8.33%, maximum landing slope of 2.00%, maximum ramp cross slope of 2.00%, Maximum angle of 22 degrees with crosswalk, and therefore the ramp has been designed with a longitudinal slope of 9.25%, a landing slope of 6.00%, a ramp cross slope of 4.68% and a ramp angle of 39 degreees.

ADA Review Committee Recommendation

☑ Approved ○ Denied

2/29/2024
ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved ○ Denied

2/29/2024
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Kip Street-Kip Street-Westmoreland Street-Westmoreland Street-17-45*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Westmoreland Street and Kip Street	Ramp 17

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 ramp further to the north; however shifting the curb ramp further to the north would create a conflict with the existing stormwater inlet on this corner. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the south; however shifting the curb ramp further to the south would still require a TIF due to the existing curbline elevations drastically descreasing in this direction. As a result of this consideration, this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to increase the build up of the pavement adjustment; however building up the pavement adjustment any further in front of the ramp will reverse the direction of flow away from the ramp, which is opposite of the existing drainage patterns. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum longitudinal ramp slope of 8.33%, a maximum landing area slope of 2.00%, a maximum ramp cross slope of 2.00%, and maximum ramp angle of 22 degrees. It is technically infeasible to meet these requirements due to the steep sidewalk grades and the proximity of the existing metal ramp and step on this corner. The ramp has been designed with a maximum longitudinal ramp slope of 9.25%, a maximum landing area slope of 6.00%, a maximum ramp cross slope of 4.68%, and maximum ramp angle of 39 degrees. This design provides access to the maximum extent feasible.

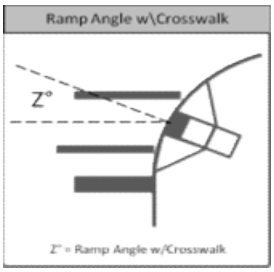
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Kip Street-Kip Street-Westmoreland Street-Westmore*

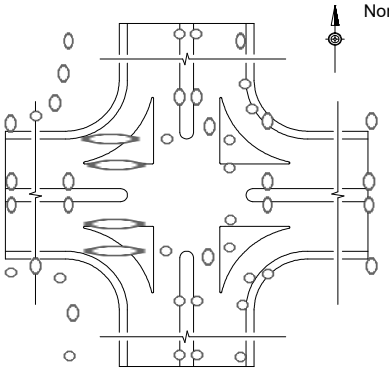
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

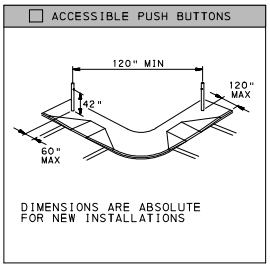
pennsylvania DEPARTMENT OF TRANSPORTATION

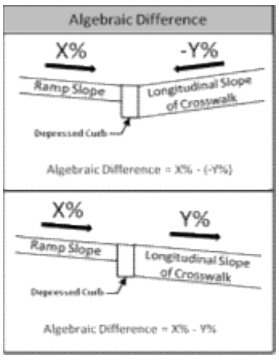
KNORR ST & E ROOSEVELT BLVD, PennDOT
Location ID # 9

*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Nathan Bieber McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	4					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.10	%	1.90	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		8	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.2			
Intersection Ramp # of #	1	2				
*Ramp Location (Use Figure Below)	09					
*Curb Ramp Type	Type 1					
*North Leg	E ROOSEVELT	(segment)	(offset)			
*North Leg Desc.	Blvd					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	E ROOSEVELT	(segment)	(offset)			
*South Leg Desc.	Blvd					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







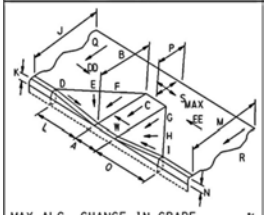


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-EROOSEVELTBlvd-KNORRSt-EROOSEVELTBlvd-KNORRSt-2024-02-01-9-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

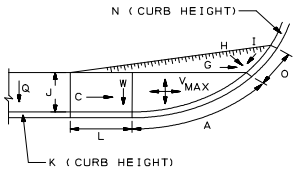
KNORR ST & E ROOSEVELT BLVD, PennDOT
Location ID # 9

☐ TYPE 1



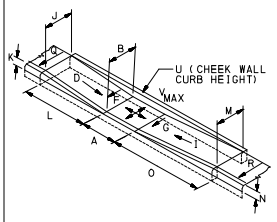
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



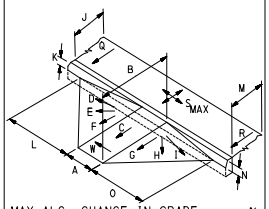
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



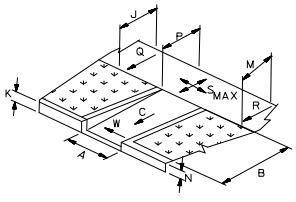
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



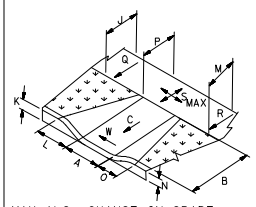
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



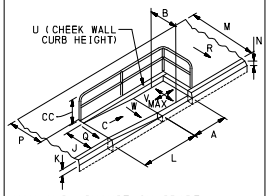
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



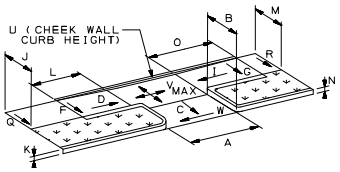
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



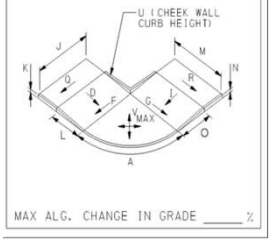
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



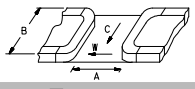
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

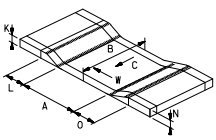
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	24	(IN)
*	C	7.10	(%)
*	D	9.70	(%)
	E	10.00	(%)
*	F	6.10	(%)
*	G	7.60	(%)
	H	6.30	(%)
*	I	5.90	(%)
*	J	94	(IN)
	K	2	(IN)
	L	30	(IN)
*	M	60	(IN)
	N	3	(IN)
	O	48	(IN)
*	P	48	(IN)
*	Q	1.30	(%)
*	R	0.20	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	60	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	5.10	(%)
*	EE	0.80	(%)

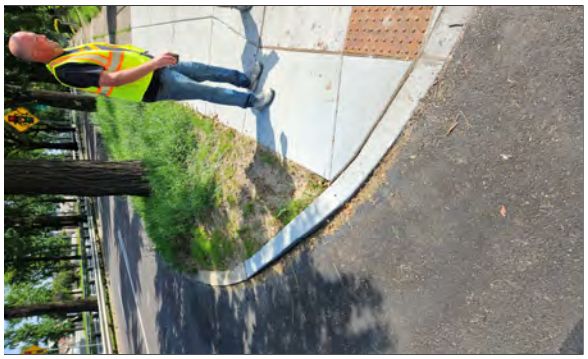
DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments

C-06-101-60000-EROOSEVELTBlvd-KNORRSt-EROOSEVELTBlvd-KNORRSt-2024-02-01-9-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

KNORR ST & E ROOSEVELT BLVD, PennDOT Location ID # 9



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

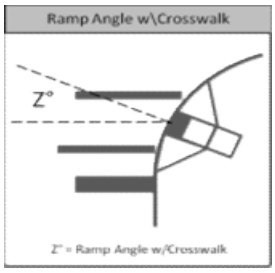
Insert Picture 3

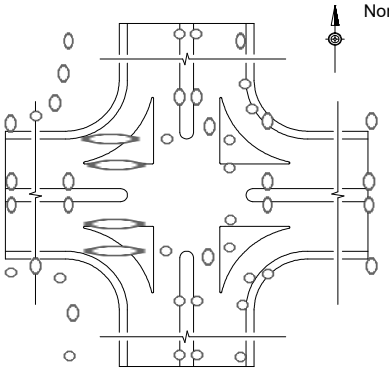
Insert Picture 6

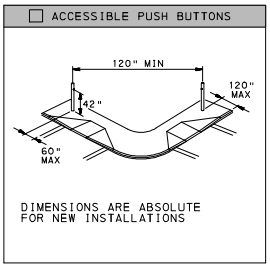
pennsylvania DEPARTMENT OF TRANSPORTATION

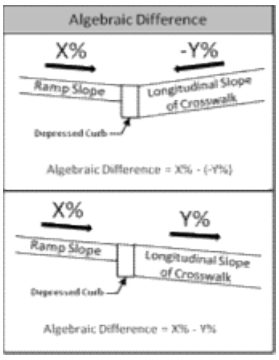
KNORR ST & E ROOSEVELT BLVD, PennDOT
Location ID # 12

*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Nathan Bieber McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	3				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.80	%	0.80	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	10.6		
Intersection Ramp # of #	2	2			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				
*North Leg	E ROOSEVELT	(segment)	(offset)		
*North Leg Desc.	Blvd				
*East Leg	KNORR	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	E ROOSEVELT	(segment)	(offset)		
*South Leg Desc.	Blvd				
*West Leg	KNORR	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







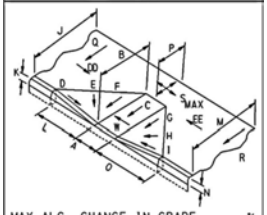


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-EROOSEVELTBlvd-KNORRSt-EROOSEVELTBlvd-KNORRSt-2024-02-01-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

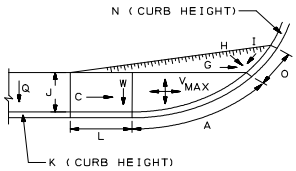
KNORR ST & E ROOSEVELT BLVD, PennDOT
Location ID # 12

☐ TYPE 1



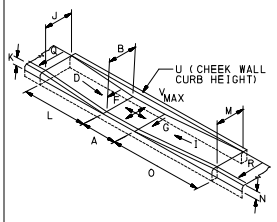
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



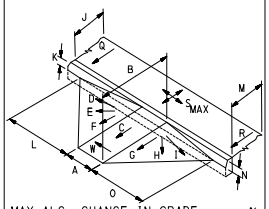
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



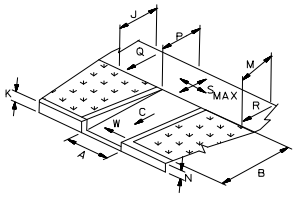
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



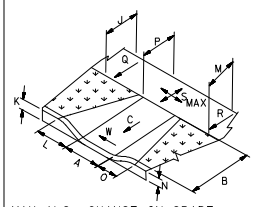
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



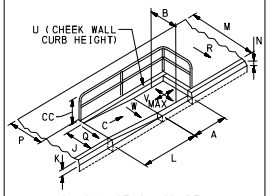
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



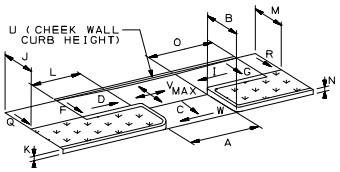
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



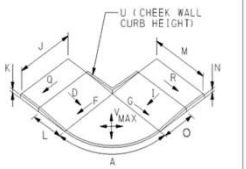
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



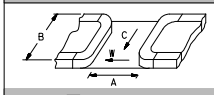
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

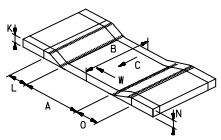
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	32	(IN)	
*	C	7.40	(%)	
*	D	6.70	(%)	
	E	8.70	(%)	
*	F	7.60	(%)	
*	G	7.10	(%)	
	H	11.00	(%)	
*	I	10.00	(%)	
*	J	62	(IN)	
	K	4	(IN)	
	L	48	(IN)	
*	M	100	(IN)	
	N	3	(IN)	
	O	46	(IN)	
*	P	48	(IN)	
*	Q	1.40	(%)	
*	R	1.00	(%)	
*	S	1.10	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	No stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.50	(%)	
*	EE	8.20	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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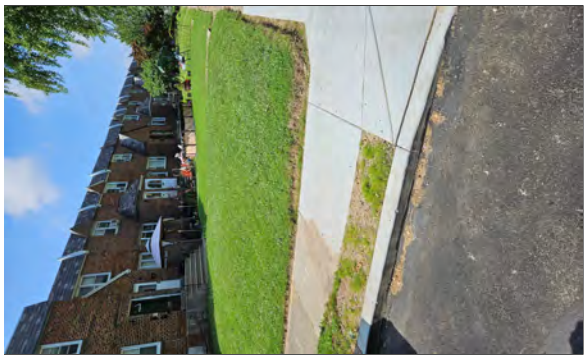
DEPARTMENT OF TRANSPORTATION

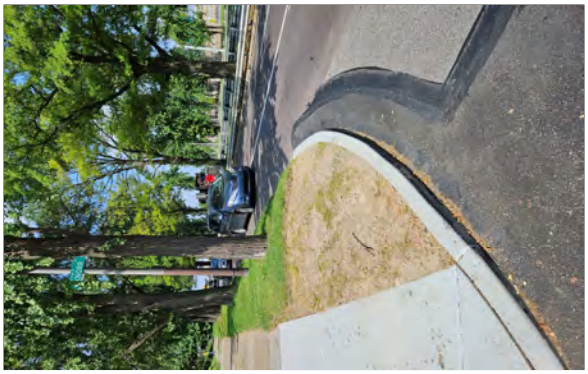
KNORR ST & E ROOSEVELT BLVD, PennDOT Location ID # 12



Insert Picture 1

Insert Picture 4

Insert Picture 2



Insert Picture 5

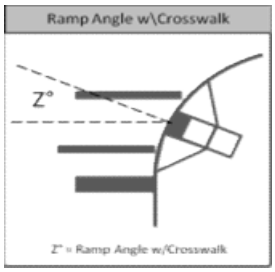
Insert Picture 3

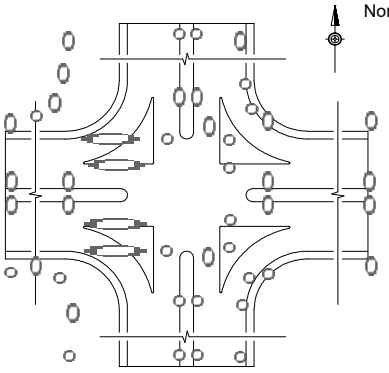
Insert Picture 6

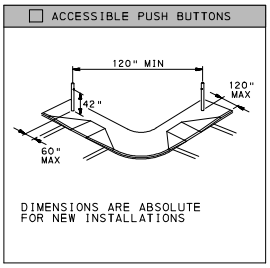
pennsylvania DEPARTMENT OF TRANSPORTATION

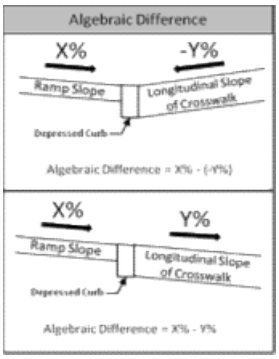
KNORR ST & LYNFORD ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2024	06	24			
Designer 1	Robert Greenhill Bowman					
Designer 2	Alex Long Bowman					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	NO	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	0.10	%	1.10	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		30	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	7.2			
Intersection Ramp # of #	7	8	angle was needed			
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 1					
*North Leg	LYNFORD	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KNORR	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	LYNFORD	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KNORR	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







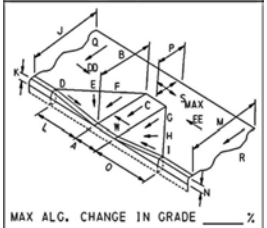


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-LYNFORDSt-KNORRSt-LYNFORDSt-KNORRSt-2024-06-24-17-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

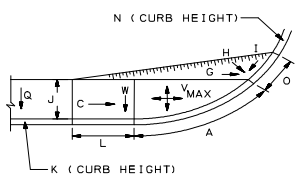
KNORR ST & LYNFORD ST, PennDOT Location ID # 17

☐ TYPE 1



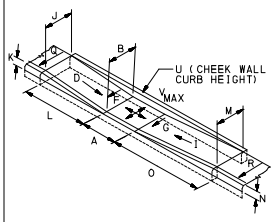
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



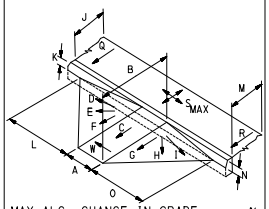
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



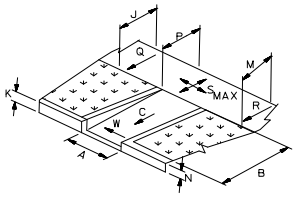
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



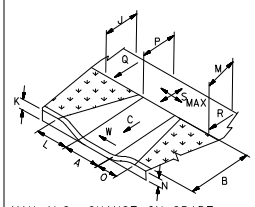
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



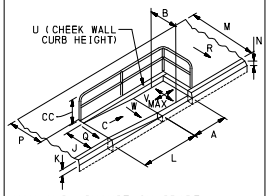
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



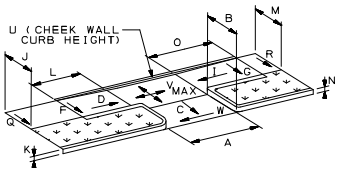
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



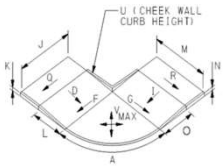
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



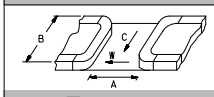
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

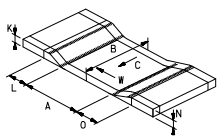
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	30	(IN)
*	C	7.10	(%)
*	D	4.90	(%)
	E	4.50	(%)
*	F	6.90	(%)
*	G	7.60	(%)
	H	5.30	(%)
*	I	5.20	(%)
*	J	48	(IN)
	K	3	(IN)
	L	20	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	22	(IN)
*	P	48	(IN)
*	Q	2.00	(%)
*	R	2.10	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.80	(%)
*	X		(IN)
*	Y	120	(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.60	(%)
*	EE	2.80	(%)

Comments: na

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

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DEPARTMENT OF TRANSPORTATION

KNORR ST & LYNFORD ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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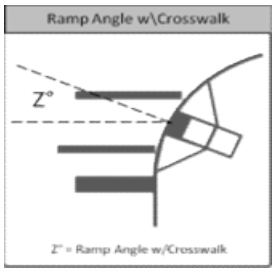
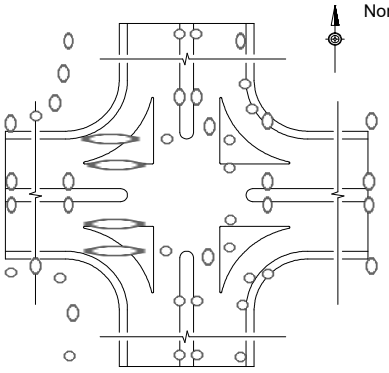
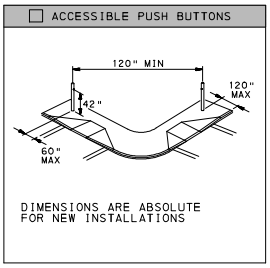
KNORR ST & TABOR AVE, PennDOT Location ID # 17

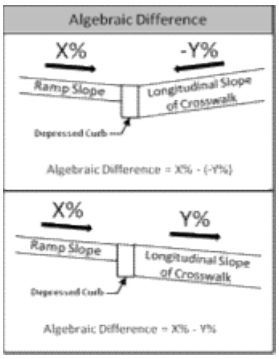
*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Nathan Bieber McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	4.50	%	2.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	10.4			
Intersection Ramp # of #	1	1				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 1					

*North Leg	TABOR	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	KNORR	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	TABOR	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	TABOR	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-TABORAve-KNORRSt-TABORAve-TABORAve-2024-02-01-17-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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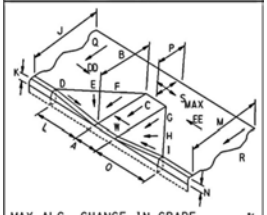
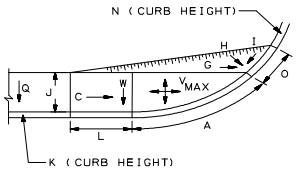
KNORR ST & TABOR AVE, PennDOT Location ID # 17

☐ TYPE 1



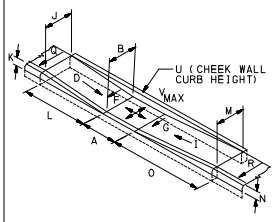
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



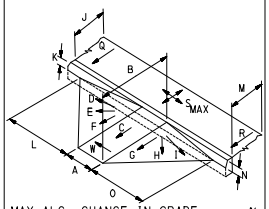
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



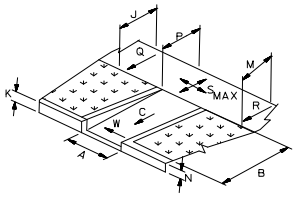
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



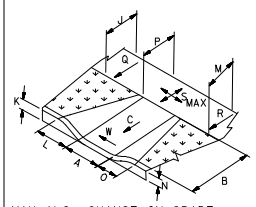
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



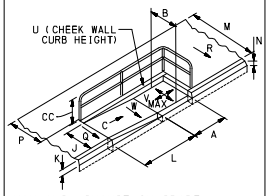
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



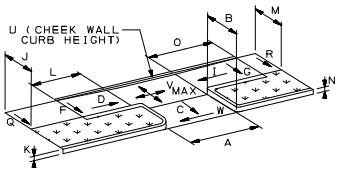
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



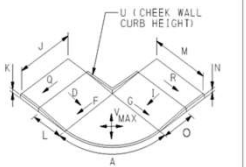
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



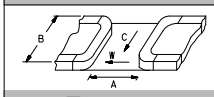
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

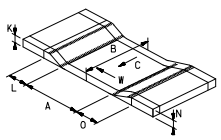
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	32	(IN)	
*	C	5.90	(%)	
*	D	999	(%)	nonwalkable
	E	999	(%)	non-walkable
*	F	999	(%)	non-walkable
*	G	999	(%)	non-walkable
	H	999	(%)	nonwalkable
*	I	999	(%)	nonwalkable
*	J	55	(IN)	
	K	4	(IN)	
	L	22	(IN)	
*	M	60	(IN)	
	N	5	(IN)	
	O	29	(IN)	
*	P	50	(IN)	
*	Q	0.10	(%)	
*	R	1.30	(%)	
*	S	1.10	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.40	(%)	
*	EE	4.50	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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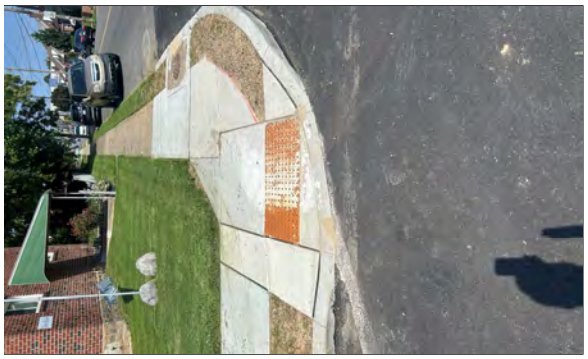
DEPARTMENT OF TRANSPORTATION

KNORR ST & TABOR AVE, PennDOT Location ID # 17



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

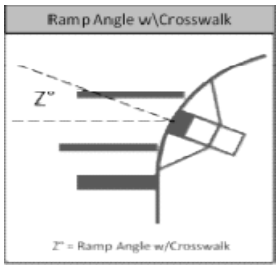
Insert Picture 3

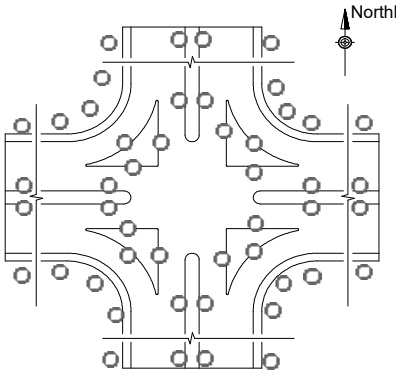
Insert Picture 6

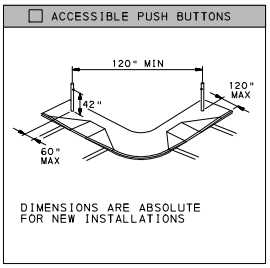
pennsylvania
DEPARTMENT OF TRANSPORTATION

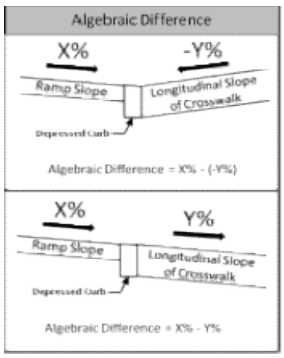
KREWSTOWN RD & NORTHEAST AVE, PennDOT
Location ID # 2

*Date of Design (yyyy mm dd)	2024	02	12			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.90	%	3.40	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	7.6			
Intersection Ramp # of #		2	4			
*Ramp Location (Use Figure Below)			02			
*Curb Ramp Type	Type 4A					
*North Leg	KREWSTOWN	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	NORTHEAST AVE	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	KREWSTOWN	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg	NORTHEAST AVE	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-KREWSTOWNRd-NORTHEASTAVEAve-KREWSTOWNRd-NORTHEASTAVEAve-2024-02-12-2-Type4A			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)			

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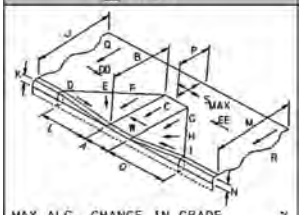
DEPARTMENT OF TRANSPORTATION

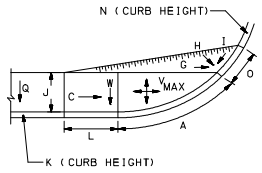
KREWSTOWN RD & NORTHEAST AVE, PennDOT
Location ID # 2

☐ TYPE 1



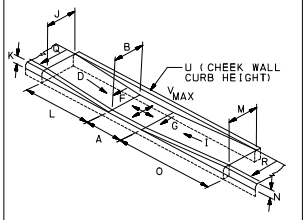
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



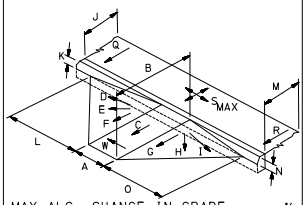
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



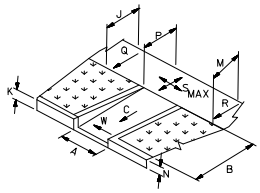
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



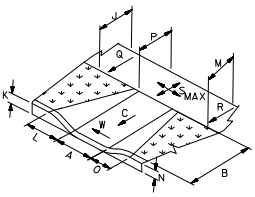
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



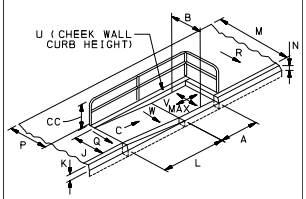
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



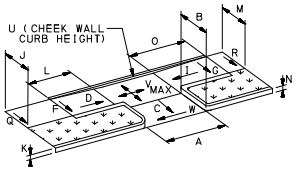
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



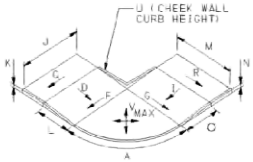
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



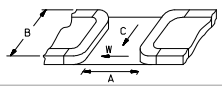
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

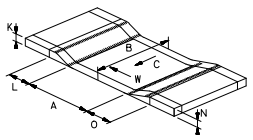
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	64	(IN)	
*	C	6.70	(%)	
*	D		(%)	
	E		(%)	
*	F		(%)	
*	G		(%)	
	H		(%)	
*	I		(%)	
*	J	999	(IN)	no sidewalk
	K	4	(IN)	
	L	22	(IN)	
*	M	999	(IN)	no sidewalk
	N	4	(IN)	
	O	24	(IN)	
*	P	48	(IN)	
*	Q	999	(%)	no sidewalk
*	R	999	(%)	no sidewalk
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	2.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no adj stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	999.00	(%)	no sidewalk
*	EE	999.00	(%)	no sidewalk
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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DEPARTMENT OF TRANSPORTATION

KREWSTOWN RD & NORTHEAST AVE, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Krewstown Road and Northeast Avenue Ramp	Ramp 02

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Anton Kuhner, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	425 Commerce Drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	February 23, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	○ Yes	○ No
Pedestrian Trip Generators	○ Yes	○ No
Safety Concerns	○ Yes	○ No
R9-3A "No Peds" Signs	○ Yes	○ No
Existing Crosswalk	○ Yes	○ No
Existing Sidewalk	○ Yes	○ No
Existing Push Buttons	○ Yes	○ No

ADT

Location Identification

Northbound

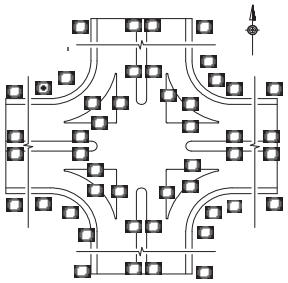
Krewstown Road
**SR North - Segment*

Northeast Avenue
**SR South - Segment*

N/A
**SR East - Segment*

Northeast Avenue Ramp
**SR West - Segment*

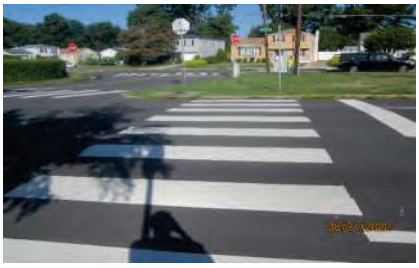
02
Location #



Investigated design alternatives	Why alternative was not selected
1) Locate Type 4A curb ramp further west	Curbline slopes consistently exceed 2.00%
2) Locate Type 4A curb ramp further east	Curbline slopes consistently exceed 2.00%
3) Provide a pavement adjustment	No justification

Alternative selected and description of what requirement is not met

A type 4a curb ramp is designed at this location. The following requirement(s) are not met: maximum ramp cross slope of 2.00%, and therefore the ramp has been designed with a maximum ramp cross slope of 2.24%.



ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

Minnie Marie Varghese 10/23/23
ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

Sunil Gill 10/24/2023
District ADE of Design - Date

TIF #: #REF!

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Krewstown Road and Northeast Avenue Ramp	Ramp 02

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 ramp further to the west; however shifting the curb ramp further to the west would still require a TIF for the ramp cross slope due to the curbline slope consistently exceeding 2.00%. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the east; however shifting the curb ramp further to the east would be technically infeasible for the same reason that design alternative #1 is technically infeasible. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to construct a pavement adjustment; however a pavement adjustment is not justified. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 4A curb ramps have a maximum ramp cross slope of 2.00%. It is technically infeasible to meet these requirements due to the existing cross slope of 2.24%. This design provides access to the maximum extent feasible.

TIF #:	#REF!

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Krewstown Road and Northeast Avenue Ramp	Ramp 02

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
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- [ ] Other 2
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***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
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Pedestrian Trip Generators	○ Yes	○ No
Safety Concerns	○ Yes	○ No
R9-3A "No Peds" Signs	○ Yes	○ No
Existing Crosswalk	○ Yes	○ No
Existing Sidewalk	○ Yes	○ No
Existing Push Buttons	○ Yes	○ No

ADT

Location Identification

Northbound

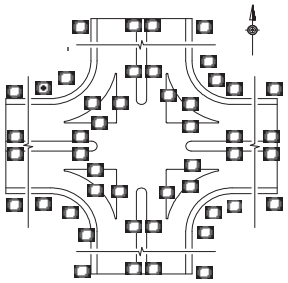
Krewstown Road
**SR North - Segment*

Northeast Avenue
**SR South - Segment*

N/A
**SR East - Segment*

Northeast Avenue Ramp
**SR West - Segment*

02
Location #



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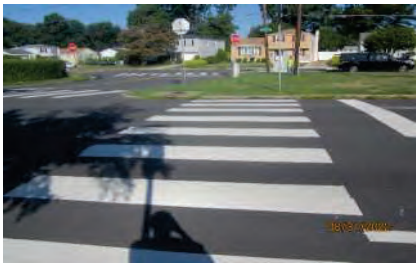

ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

Minnie Marie Varghese 10/23/23
ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

Sunil Gill 10/24/2023
District ADE of Design - Date

TIF #: #REF!

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Krewstown Road and Northeast Avenue Ramp	Ramp 02

Investigated Design Alternative #1

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City of Philadelphia requirements dictate that type 4A curb ramps have a maximum ramp cross slope of 2.00%. It is technically infeasible to meet these requirements due to the existing cross slope of 2.24%. This design provides access to the maximum extent feasible.

TIF #:	#REF!

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

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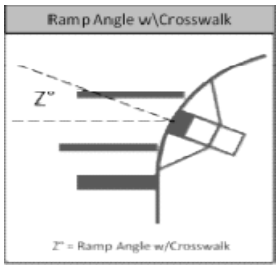
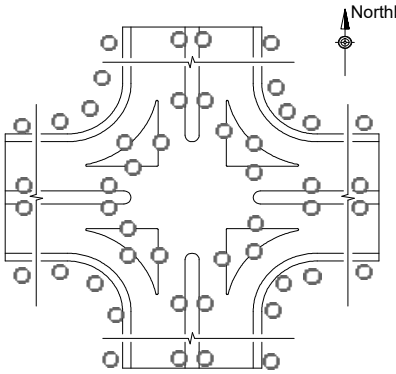
DEPARTMENT OF TRANSPORTATION

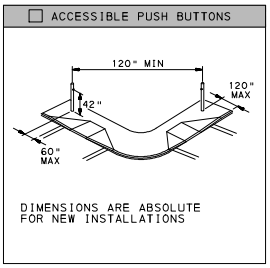
KREWSTOWN RD & NORTHEAST AVE, PennDOT
Location ID # 4

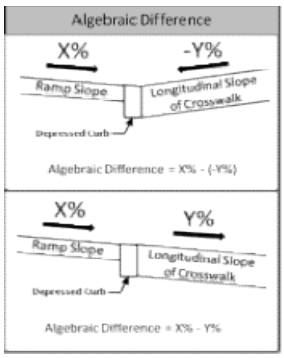
*Date of Design (yyyy mm dd)	2024	02	12		
Designer 1	Nazir Vasquez McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	6.40	%	2.10	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	7.5		
Intersection Ramp # of #	1	4			
*Ramp Location (Use Figure Below)	04				
*Curb Ramp Type	Type 4A				

*North Leg	KREWSTOWN	(segment)	(offset)
*North Leg Desc.	Rd		
*East Leg	NORTHEAST AVE	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	KREWSTOWN	(segment)	(offset)
*South Leg Desc.	Rd		
*West Leg	NORTHEAST AVE	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-KREWSTOWNRd-NORTHEASTAVEAve-KREWSTOWNRd-NORTHEASTAVEAve-2024-02-12-4-Type4A		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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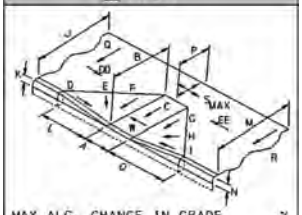
DEPARTMENT OF TRANSPORTATION

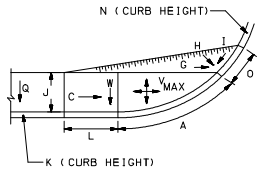
KREWSTOWN RD & NORTHEAST AVE, PennDOT
Location ID # 4

☐ TYPE 1



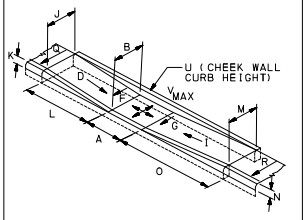
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



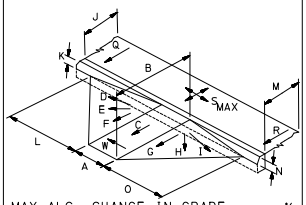
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



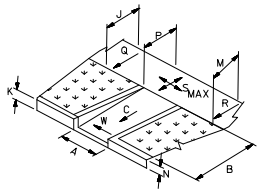
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



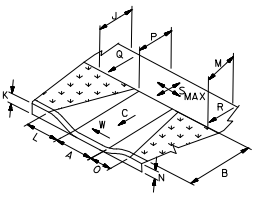
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



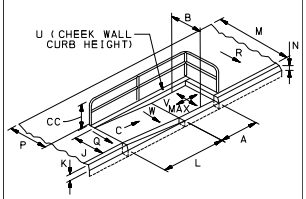
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



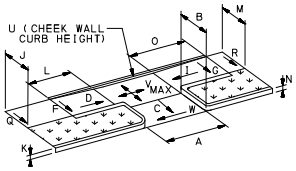
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



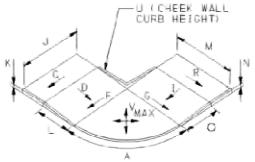
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



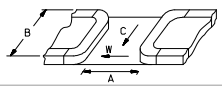
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

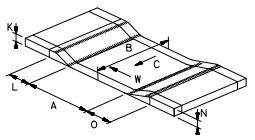
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	60	(IN)	
*	C	1.10	(%)	
*	D		(%)	
	E		(%)	
*	F		(%)	
*	G		(%)	
	H		(%)	
*	I		(%)	
*	J	999	(IN)	no sidewalk
	K	6	(IN)	
	L	32	(IN)	
*	M	999	(IN)	no sidewalk
	N	5	(IN)	
	O	24	(IN)	
*	P	48	(IN)	
*	Q	999	(%)	no sidewalk
*	R	999	(%)	no sidewalk
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	60	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	999.00	(%)	no sidewalk
*	EE	999.00	(%)	no sidewalk
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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DEPARTMENT OF TRANSPORTATION

KREWSTOWN RD & NORTHEAST AVE, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

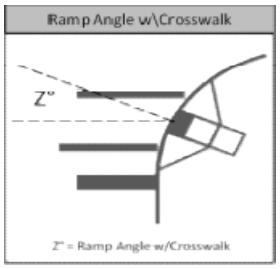
Insert Picture 3

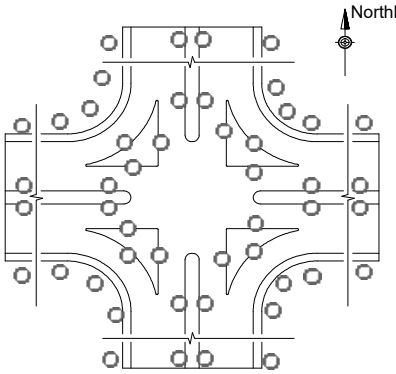
Insert Picture 6

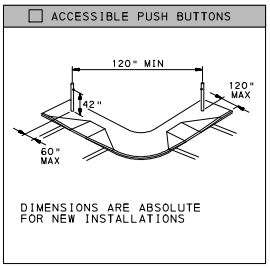
pennsylvania
DEPARTMENT OF TRANSPORTATION

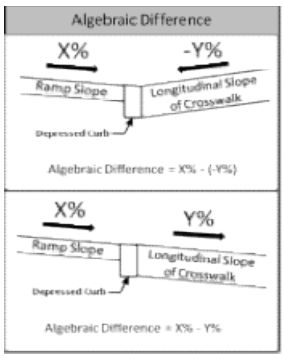
KREWSTOWN RD & NORTHEAST AVE, PennDOT
Location ID # 17

*Date of Design (yyyy mm dd)	2024	02	12			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.40	%	1.10	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	11.1			
Intersection Ramp # of #	3	4				
*Ramp Location (Use Figure Below)	17					
*Curb Ramp Type	Type 4A					
*North Leg	KREWSTOWN	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	NORTHEAST AVE	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	NORTHEAST AVE	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	NORTHEAST AVE	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







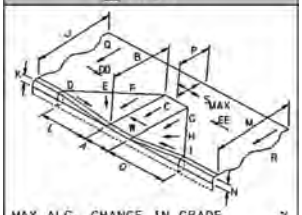


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-KREWSTOWNRd-NORTHEASTAVEAve-NORTHEASTAVEAve-NORTHEASTAVEAve-2024-02-12-17-Type4A					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania
DEPARTMENT OF TRANSPORTATION

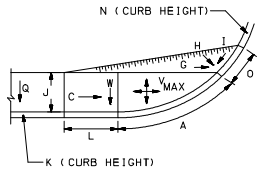
KREWSTOWN RD & NORTHEAST AVE, PennDOT
Location ID # 17

☐ TYPE 1



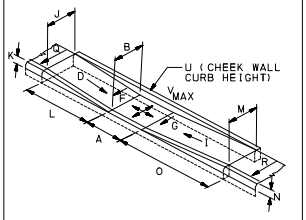
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



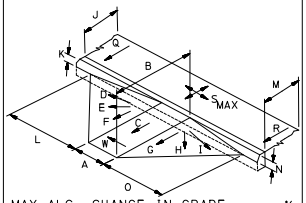
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



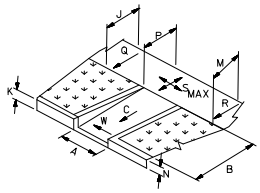
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



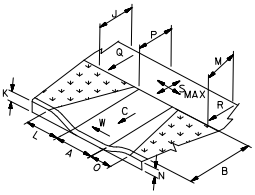
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



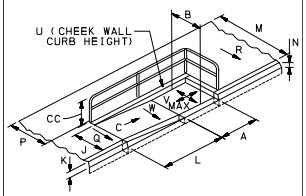
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



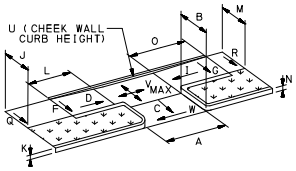
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



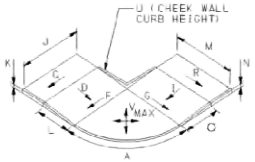
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



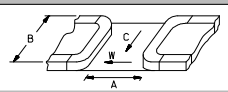
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

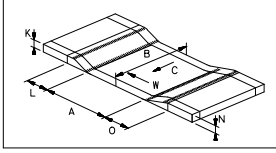
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	24	(IN)	
*	C	7.70	(%)	
*	D		(%)	
	E		(%)	
*	F		(%)	
*	G		(%)	
	H		(%)	
*	I		(%)	
*	J	999	(IN)	no sidewalk
	K	3	(IN)	
	L	25	(IN)	
*	M	48	(IN)	
	N	2	(IN)	
	O	24	(IN)	
*	P	48	(IN)	
*	Q	999	(%)	no sidewalk
*	R	8.00	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no adj stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	999.00	(%)	no sidewalk
*	EE	0.20	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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DEPARTMENT OF TRANSPORTATION

KREWSTOWN RD & NORTHEAST AVE, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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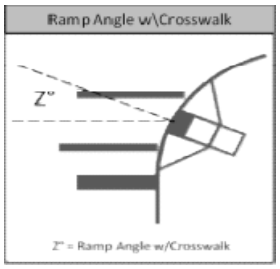
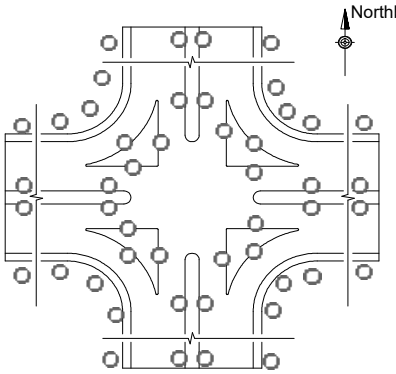
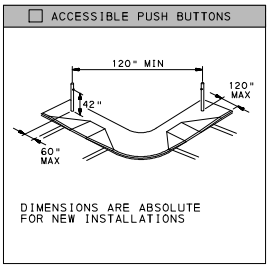
DEPARTMENT OF TRANSPORTATION

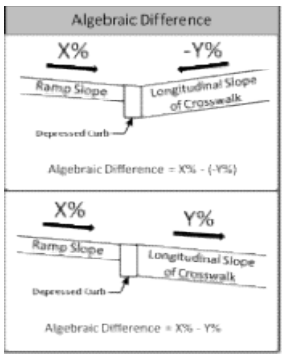
KREWSTOWN RD & NORTHEAST AVE, PennDOT
Location ID # 19

*Date of Design (yyyy mm dd)	2024	02	12			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.30	%	2.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	1.7			
Intersection Ramp # of #	4	4				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 2					
*North Leg	KREWSTOWN	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	NORTHEAST AVE	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	KREWSTOWN	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg	NORTHEAST AVE	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-KREWSTOWNRd-NORTHEASTAVEAve-KREWSTOWNRd-NORTHEASTAVEAve-2024-02-12-19-Type2		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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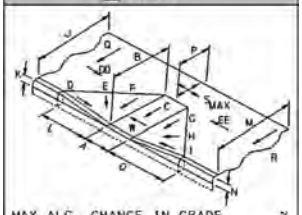
DEPARTMENT OF TRANSPORTATION

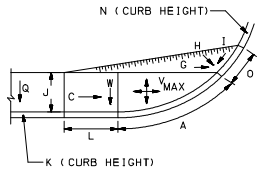
KREWSTOWN RD & NORTHEAST AVE, PennDOT
Location ID # 19

☐ TYPE 1



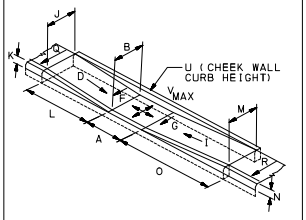
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



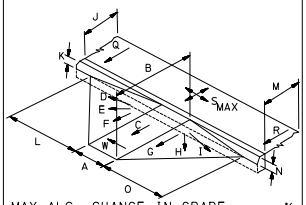
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



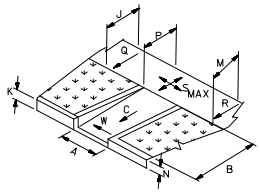
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



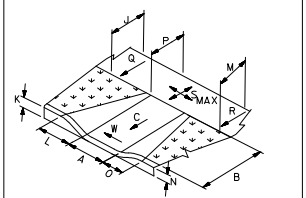
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



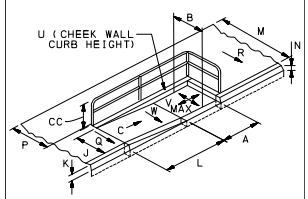
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



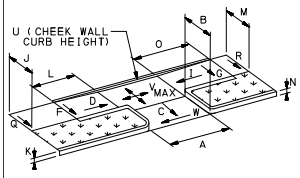
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



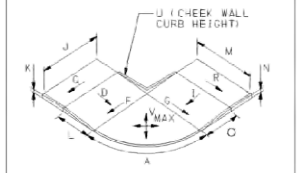
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



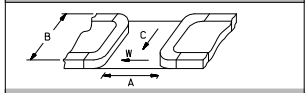
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

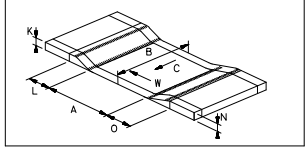
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	60	(IN)	
*	B	61	(IN)	
*	C		(%)	
*	D	999	(%)	no flare
	E		(%)	
*	F	999	(%)	no flare
*	G	999	(%)	no flare
	H		(%)	
*	I	999	(%)	no flare
*	J	48	(IN)	
	K	2	(IN)	
	L	89	(IN)	
*	M	48	(IN)	
	N	2	(IN)	
	O	50	(IN)	
*	P		(IN)	
*	Q	1.50	(%)	
*	R	0.90	(%)	
*	S		(%)	
	T		(IN)	
	U	0	(IN)	
*	V	0.00	(%)	
*	W		(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	56	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD		(%)	
*	EE		(%)	

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

KREWSTOWN RD & NORTHEAST AVE, PennDOT Location
ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

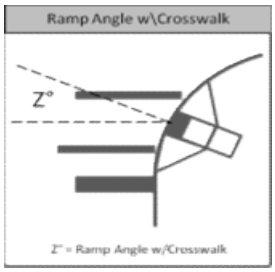
Insert Picture 3

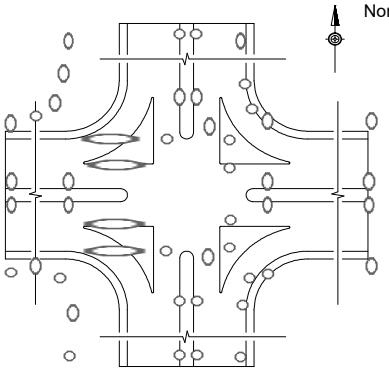
Insert Picture 6

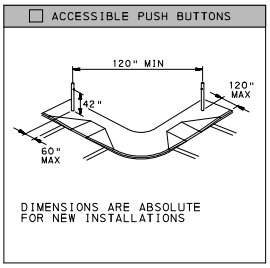
pennsylvania DEPARTMENT OF TRANSPORTATION

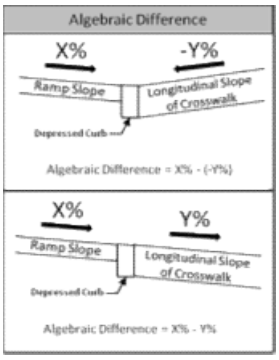
L ST & E SEDGLEY AVE, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.20	%	0.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	7.6			
Intersection Ramp # of #	1	4				
*Ramp Location (Use Figure Below)	02					
*Curb Ramp Type	Type 1					
*North Leg	L	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E SEDGLEY	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	L	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E SEDGLEY	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







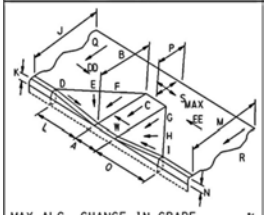


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-LSt-ESEDGLEYAve-LSt-ESEDGLEYAve-2024-02-01-2-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

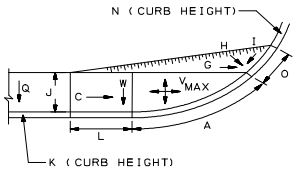
L ST & E SEDGLEY AVE, PennDOT Location ID # 2

☐ TYPE 1



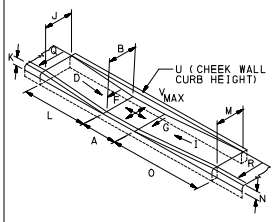
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



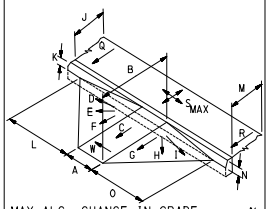
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



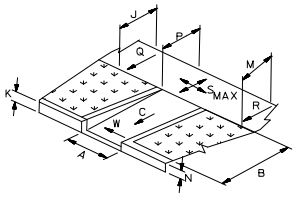
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



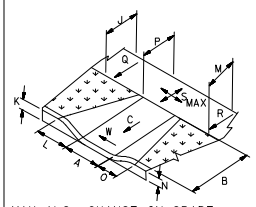
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



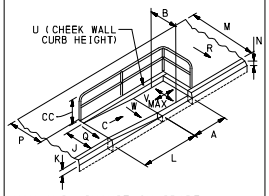
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



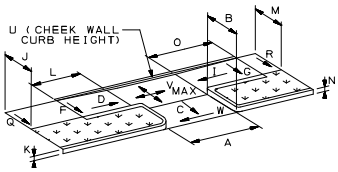
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



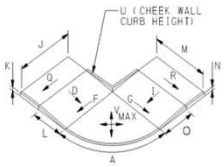
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



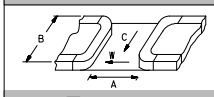
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

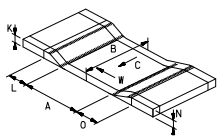
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN

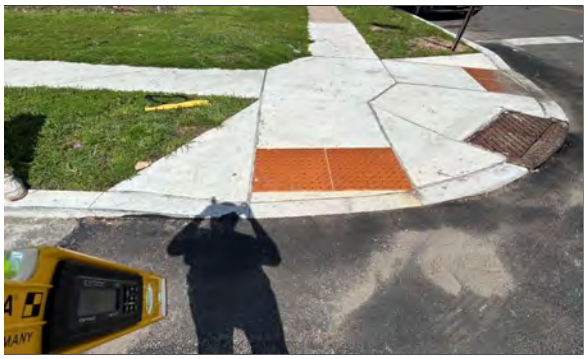


	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	68	(IN)	
*	C	5.40	(%)	
*	D	999	(%)	rolled flare
	E	999	(%)	rolled flare
*	F	999	(%)	rolled flare
*	G	5.30	(%)	
	H	8.50	(%)	
*	I	9.30	(%)	
*	J	48	(IN)	
	K	5	(IN)	
	L	37	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	35	(IN)	
*	P	48	(IN)	
*	Q	0.70	(%)	
*	R	2.10	(%)	
*	S	1.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no adjacent stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.10	(%)	
*	EE	3.40	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

L ST & E SEDGLEY AVE, PennDOT Location ID # 2



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

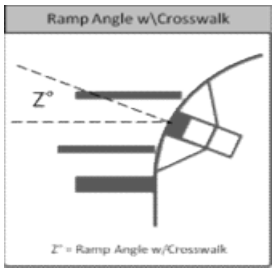
Insert Picture 6

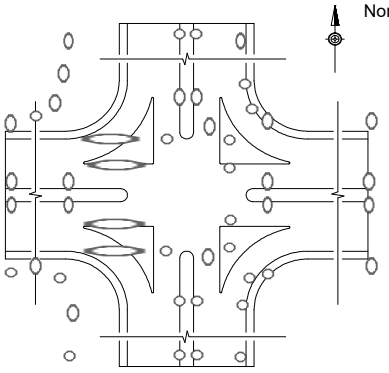
pennsylvania DEPARTMENT OF TRANSPORTATION

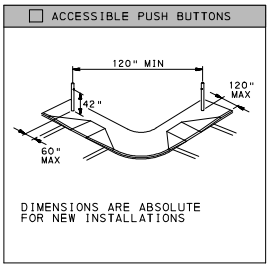
L ST & E SEDGLEY AVE, PennDOT Location ID # 9

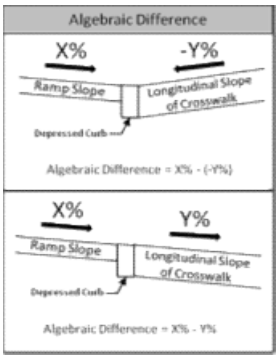
*Date of Design (yyyy mm dd)	2024	02	01	
Designer 1	Nazir Vasquez McMahon, a Bowman Company			
Designer 2	Alex Long McMahon, a Bowman Company			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	State Route			
Photo Log Number	N/A			
Number of Photos	1			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Grate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type	Cast Iron			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.90	%	0.70	%
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:		
ECMS #		Alg Δ Grade (%)	10.0	
Intersection Ramp # of #	4	4		
*Ramp Location (Use Figure Below)		09		
*Curb Ramp Type	Type 1			

*North Leg	L	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	E SEDGLEY	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	L	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	E SEDGLEY	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







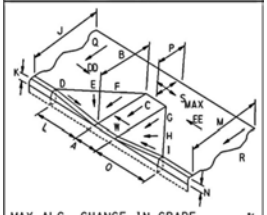


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-LSt-ESEDGLEYAve-LSt-ESEDGLEYSt-2024-02-01-9-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

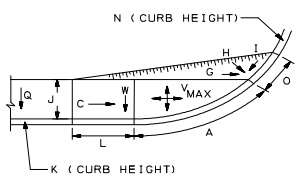
L ST & E SEDGLEY AVE, PennDOT Location ID # 9

☐ TYPE 1



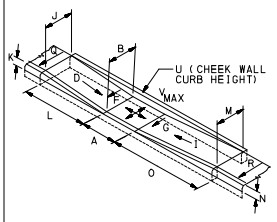
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



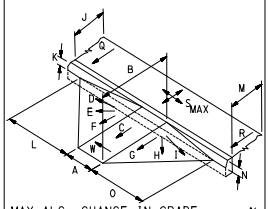
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



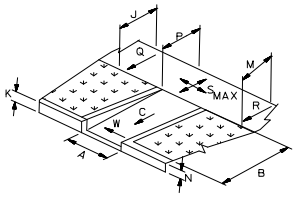
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



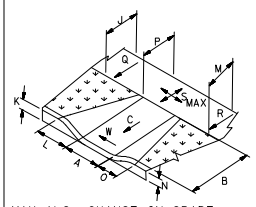
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



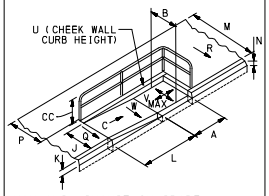
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



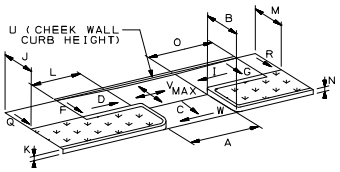
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



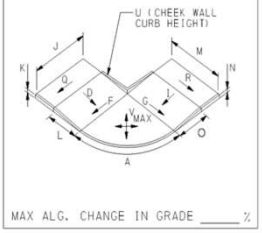
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



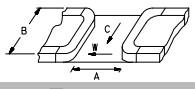
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

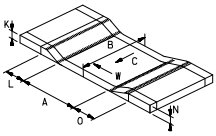
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	83	(IN)
*	C	8.10	(%)
*	D	8.90	(%)
	E	10.00	(%)
*	F	7.70	(%)
*	G	7.00	(%)
	H	8.50	(%)
*	I	9.80	(%)
*	J	59	(IN)
	K	5	(IN)
	L	46	(IN)
*	M	70	(IN)
	N	4	(IN)
	O	45	(IN)
*	P	59	(IN)
*	Q	0.80	(%)
*	R	0.40	(%)
*	S	1.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.50	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	60	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.00	(%)
*	EE	2.10	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments

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DEPARTMENT OF TRANSPORTATION

L ST & E SEDGLEY AVE, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

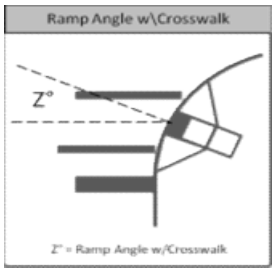
Insert Picture 3

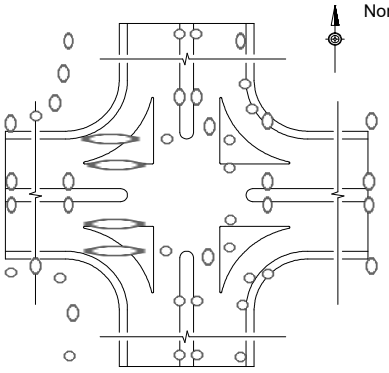
Insert Picture 6

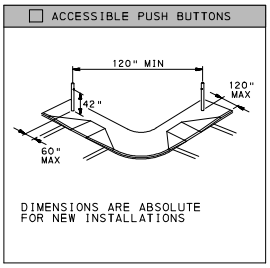
pennsylvania DEPARTMENT OF TRANSPORTATION

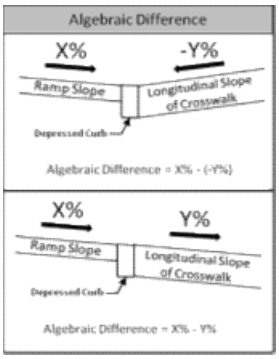
L ST & STEINBER ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2024	02	01		
Designer 1	Nathan Bieber McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	3				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.00	%	0.50	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	4.6		
Intersection Ramp # of #	1	1			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				
*North Leg	L	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	STEINBER	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	L	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	STEINBER	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-LSt-STEINBERSt-LSt-STEINBERSt-2024-02-01-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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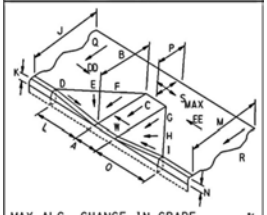
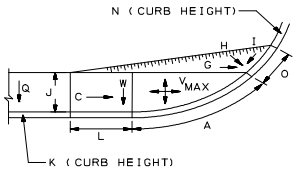
L ST & STEINBER ST, PennDOT Location ID # 12

☐ TYPE 1



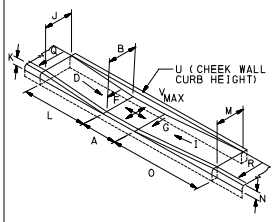
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



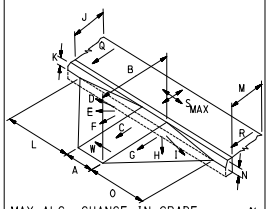
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



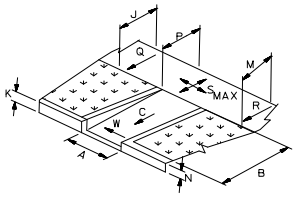
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



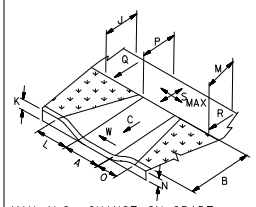
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



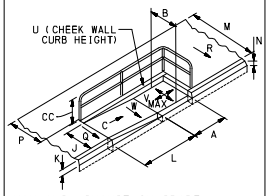
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



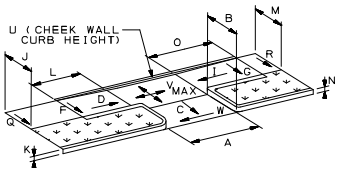
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



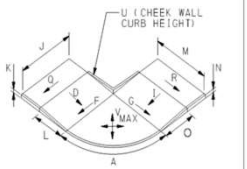
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



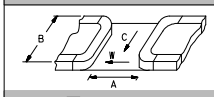
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

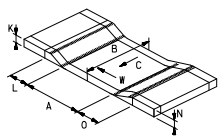
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN

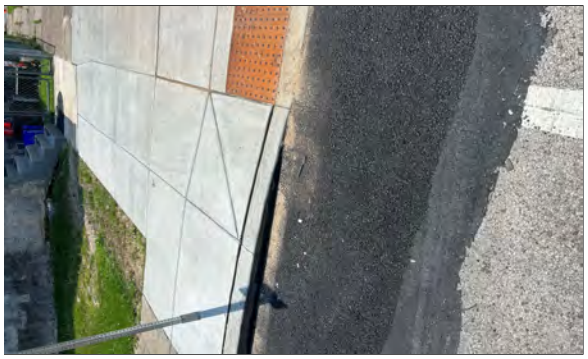


	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	34	(IN)	
*	C	3.60	(%)	
*	D	4.90	(%)	
	E	4.90	(%)	
*	F	2.39	(%)	
*	G	999	(%)	nonwalkable
	H	999	(%)	nonwalkable
*	I	999	(%)	nonwalkable
*	J	83	(IN)	
	K	4	(IN)	
	L	45	(IN)	
*	M	61	(IN)	
	N	3	(IN)	
	O	27	(IN)	
*	P	48	(IN)	
*	Q	0.30	(%)	
*	R	0.10	(%)	
*	S	1.10	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.50	(%)	
*	EE	0.70	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

L ST & STEINBER ST, PennDOT Location ID # 12



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

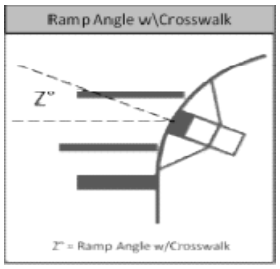
Insert Picture 3

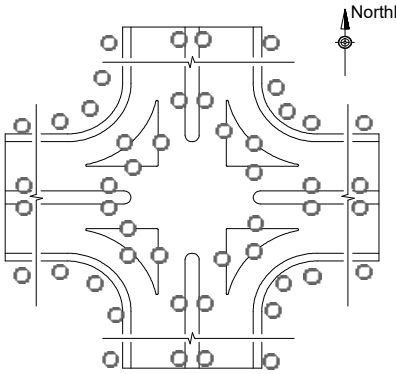
Insert Picture 6

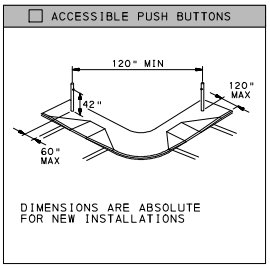
pennsylvania
DEPARTMENT OF TRANSPORTATION

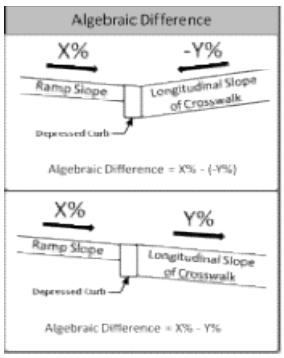
LANSING ST & TORRESDALE AVE, PennDOT
Location ID # 2

*Date of Design (yyyy mm dd)	2024	02	07			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	1.10	%	1.80	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		5	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.0			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		02				
*Curb Ramp Type	Type 1					
*North Leg	LANSING	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	TORRESDALE	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	LANSING	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	TORRESDALE	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







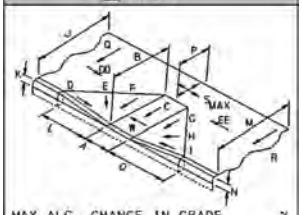


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-LANSINGSt-TORRESDALEAve-LANSINGSt-TORRESDALEAve-2024-02-07-2-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

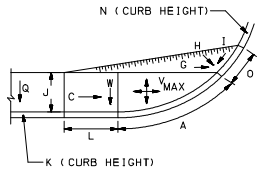
LANSING ST & TORRESDALE AVE, PennDOT
Location ID # 2

☐ TYPE 1



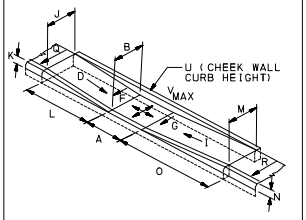
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



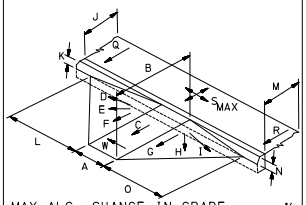
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



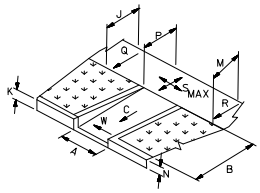
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



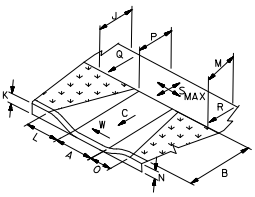
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



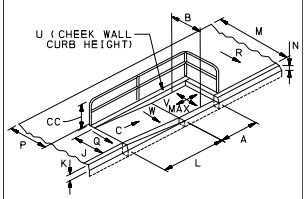
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



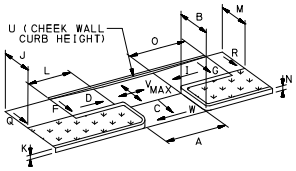
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



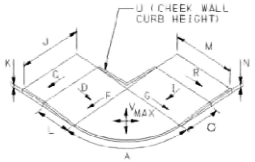
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



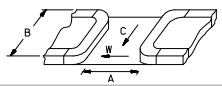
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

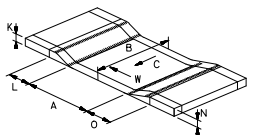
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	24	(IN)	
*	C	7.90	(%)	
*	D	8.90	(%)	
	E	7.50	(%)	
*	F	8.10	(%)	
*	G	6.90	(%)	
	H	7.60	(%)	
*	I	8.90	(%)	
*	J	56	(IN)	
	K	4	(IN)	
	L	38	(IN)	
*	M	92	(IN)	
	N	4	(IN)	
	O	38	(IN)	
*	P	48	(IN)	
*	Q	1.70	(%)	
*	R	1.60	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	2.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	122	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no adjacent stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.70	(%)	
*	EE	4.40	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-LANSINGSt-TORRESDALEAve-LANSINGSt-TORRESDALEAve-2024-02-07-2-Type1

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DEPARTMENT OF TRANSPORTATION

LANSING ST & TORRESDALE AVE, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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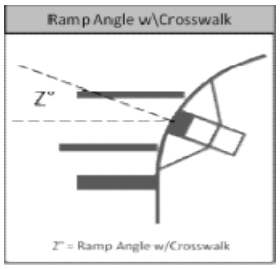
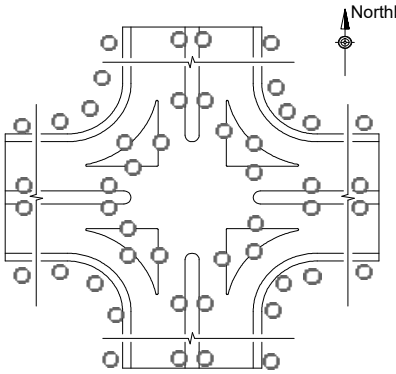
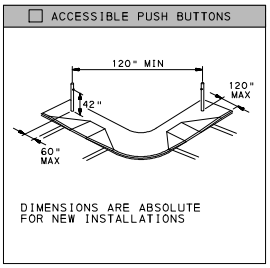
DEPARTMENT OF TRANSPORTATION

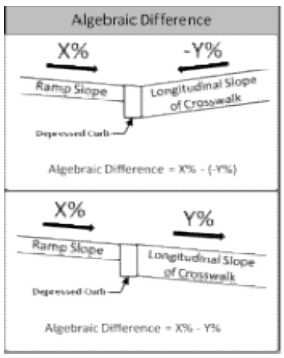
LANSING ST & TORRESDALE AVE, PennDOT
Location ID # 12

*Date of Design (yyyy mm dd)	2024	02	07			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.20	%	1.70	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		15	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.1			
Intersection Ramp # of #	1	1				
*Ramp Location (Use Figure Below)		12				
*Curb Ramp Type	Type 1					
*North Leg	LANSING	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	TORRESDALE	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	LANSING	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	TORRESDALE	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-LANSINGSt-TORRESDALEAve-LANSINGSt-TORRESDALEAve-2024-02-07-12-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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DEPARTMENT OF TRANSPORTATION

LANSING ST & TORRESDALE AVE, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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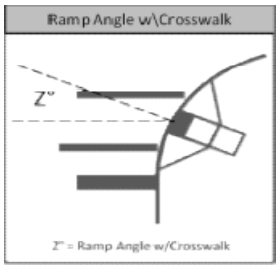
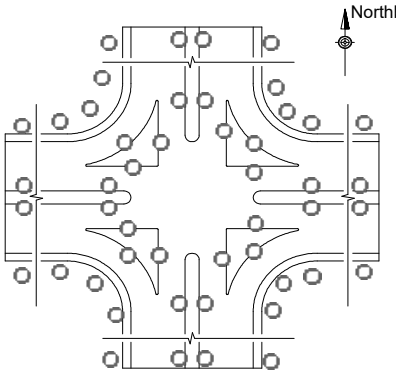
DEPARTMENT OF TRANSPORTATION

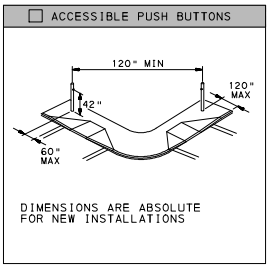
LANSING ST & TORRESDALE AVE, PennDOT
Location ID # 19

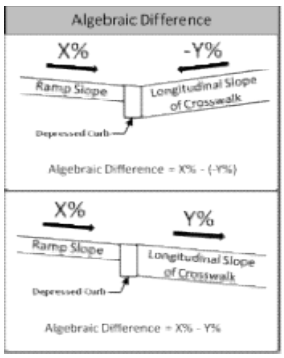
*Date of Design (yyyy mm dd)	2024	02	07		
Designer 1	Nazir Vasquez McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	0.40	%	0.20	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	7.4		
Intersection Ramp # of #	1	1			
*Ramp Location (Use Figure Below)		19			
*Curb Ramp Type	Type 1				

*North Leg	LANSING	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	TORRESDALE	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	LANSING	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	TORRESDALE	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







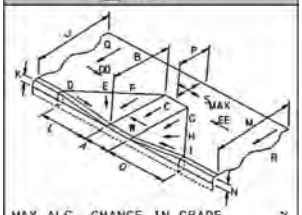


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-LANSINGSt-TORRESDALEAve-LANSINGSt-TORRESDALESt-2024-02-07-19-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

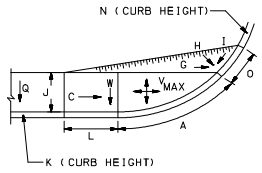
LANSING ST & TORRESDALE AVE, PennDOT
Location ID # 19

☐ TYPE 1



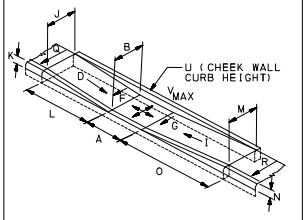
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



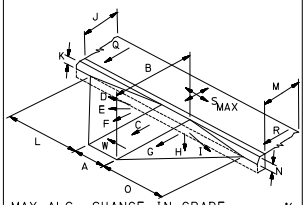
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



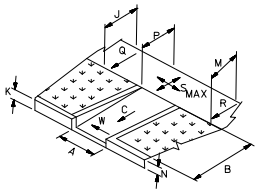
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



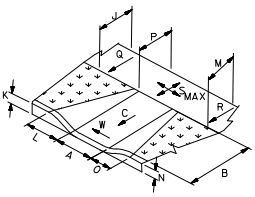
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



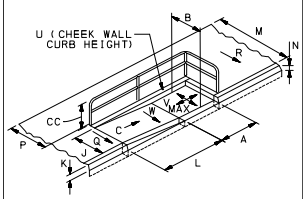
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



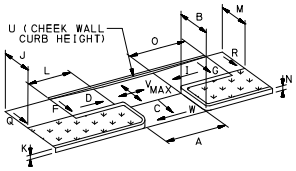
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



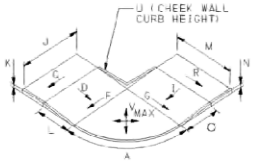
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



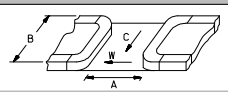
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

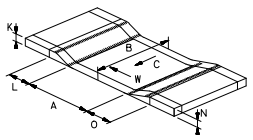
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	24	(IN)	
*	C	7.00	(%)	
*	D	5.00	(%)	
	E	7.90	(%)	
*	F	7.00	(%)	
*	G	6.40	(%)	
	H	5.60	(%)	
*	I	3.40	(%)	
*	J	62	(IN)	
	K	2	(IN)	
	L	44	(IN)	
*	M	55	(IN)	
	N	3	(IN)	
	O	36	(IN)	
*	P	48	(IN)	
*	Q	4.70	(%)	2.35%
*	R	2.00	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	144	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.10	(%)	
*	EE	0.10	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-LANSINGSt-TORRESDALEAve-LANSINGSt-TORRESDALESt-2024-02-07-19-Type1

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DEPARTMENT OF TRANSPORTATION

LANSING ST & TORRESDALE AVE, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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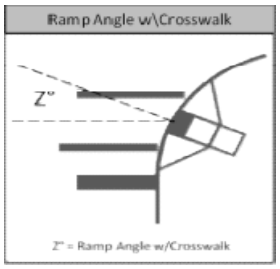
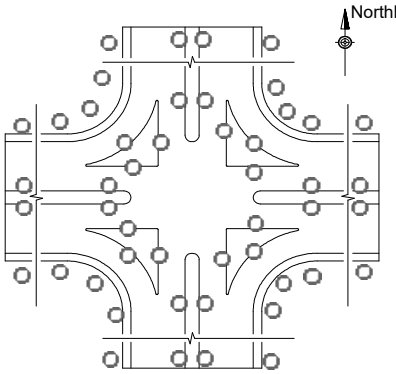
DEPARTMENT OF TRANSPORTATION

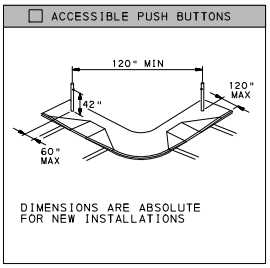
LAYTON RD & WALLEY AVE, PennDOT Location ID # 2

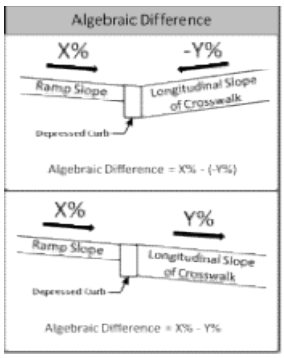
*Date of Design (yyyy mm dd)	2024	03	18		
Designer 1	Nazir Vasquez McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	3.50	%	1.70	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	6.9		
Intersection Ramp # of #	4	6			
*Ramp Location (Use Figure Below)	02				
*Curb Ramp Type	Type 1				

*North Leg	WALLEY	(segment)	(offset)
*North Leg Desc.	Rd		
*East Leg	LAYTON	(segment)	(offset)
*East Leg Desc.	Rd		
*South Leg	WALLEY	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	LAYTON	(segment)	(offset)
*West Leg Desc.	Rd		
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-WALLEYRd-LAYTONRd-WALLEYAve-LAYTONRd-2024-03-18-2-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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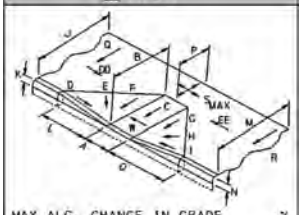
DEPARTMENT OF TRANSPORTATION

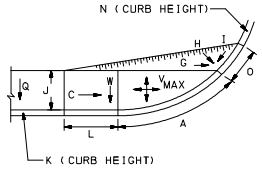
LAYTON RD & WALLEY AVE, PennDOT Location
ID # 2

☐ TYPE 1



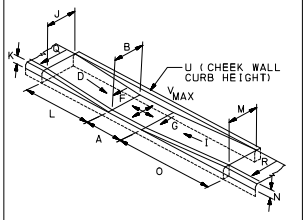
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



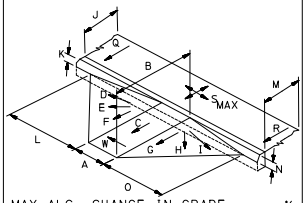
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



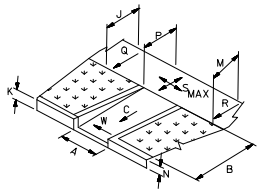
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



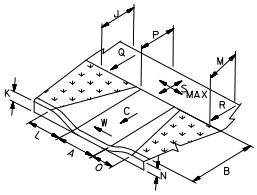
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



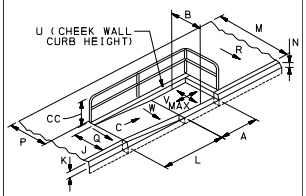
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



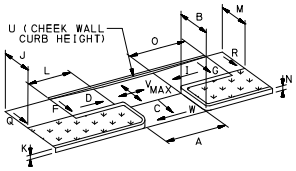
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



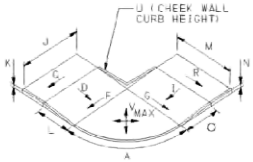
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



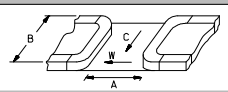
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

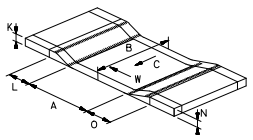
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	40	(IN)	
*	C	3.40	(%)	
*	D	10.00	(%)	
	E	8.30	(%)	
*	F	3.70	(%)	
*	G	1.90	(%)	
	H	7.60	(%)	
*	I	7.80	(%)	
*	J	57	(IN)	
	K	3	(IN)	
	L	54	(IN)	
*	M	57	(IN)	
	N	5	(IN)	
	O	34	(IN)	
*	P	48	(IN)	
*	Q	4.40	(%)	
*	R	2.70	(%)	
*	S	1.30	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no adj stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	11.00	(%)	
*	EE	6.00	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-WALLEYRd-LAYTONRd-WALLEYAve-LAYTONRd-2024-03-18-2-Type1

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DEPARTMENT OF TRANSPORTATION

LAYTON RD & WALLEY AVE, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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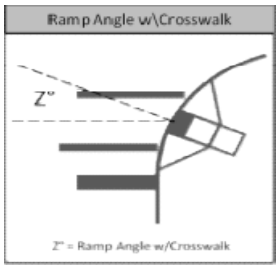
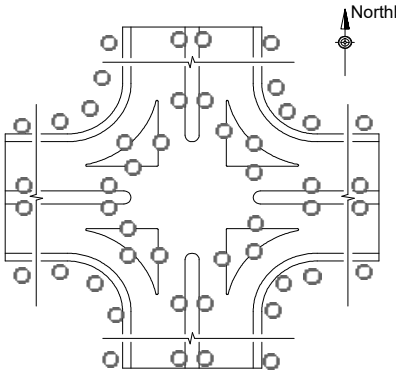
DEPARTMENT OF TRANSPORTATION

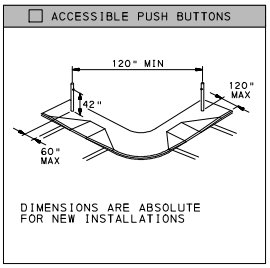
LAYTON RD & WALLEY AVE, PennDOT Location ID # 4

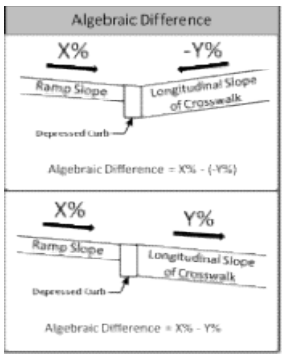
*Date of Design (yyyy mm dd)	2024	03	18		
Designer 1	Nazir Vasquez McMahon, a Bowman Company				
Designer 2	Alex McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	0.20	%	2.30	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	8.5		
Intersection Ramp # of #	3	6			
*Ramp Location (Use Figure Below)	04				
*Curb Ramp Type	Type 1				

*North Leg	WALLEY	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	LAYTON	(segment)	(offset)
*East Leg Desc.	Rd		
*South Leg	WALLEY	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	LAYTON	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-WALLEYAve-LAYTONRd-WALLEYAve-LAYTONAve-2024-03-18-4-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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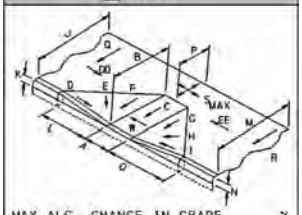
DEPARTMENT OF TRANSPORTATION

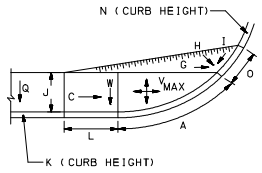
LAYTON RD & WALLEY AVE, PennDOT Location
ID # 4

☐ TYPE 1



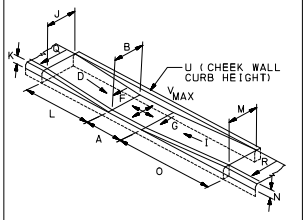
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



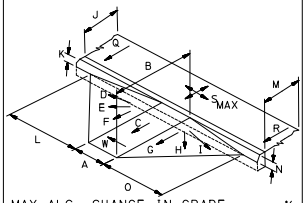
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



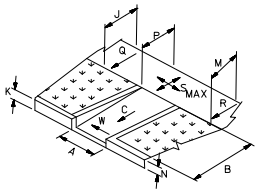
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



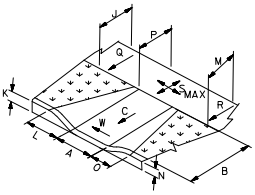
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



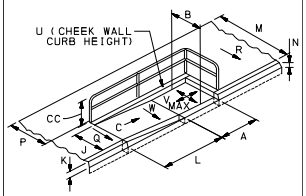
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



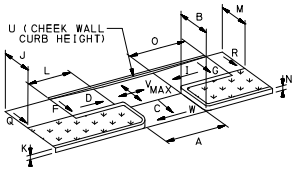
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



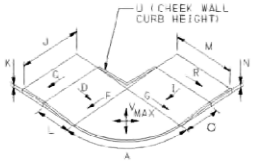
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



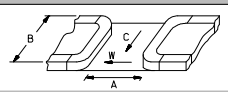
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

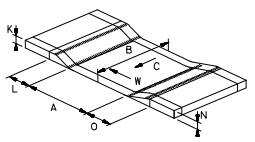
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	28	(IN)
*	C	8.30	(%)
*	D	7.70	(%)
	E	7.70	(%)
*	F	7.10	(%)
*	G	7.80	(%)
	H	8.90	(%)
*	I	7.80	(%)
*	J	57	(IN)
	K	4	(IN)
	L	48	(IN)
*	M	57	(IN)
	N	4	(IN)
	O	52	(IN)
*	P	57	(IN)
*	Q	4.44	(%)
*	R	2.70	(%)
*	S	2.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.10	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	192	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	4.00	(%)
*	EE	6.00	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments ▲

C-06-101-60000-WALLEYAve-LAYTONRd-WALLEYAve-LAYTONAve-2024-03-18-4-Type1

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DEPARTMENT OF TRANSPORTATION

LAYTON RD & WALLEY AVE, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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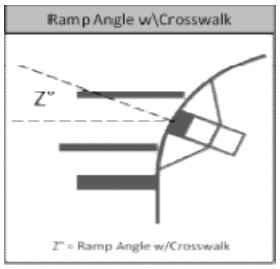
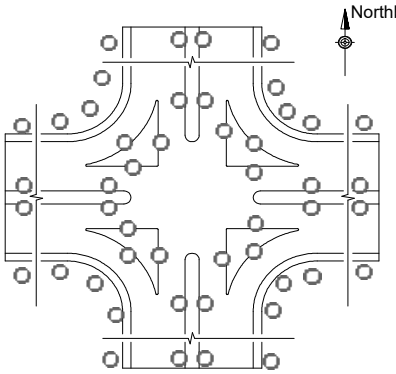
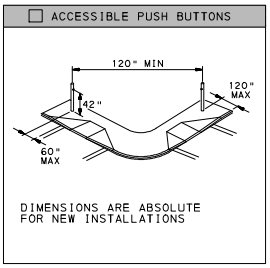
DEPARTMENT OF TRANSPORTATION

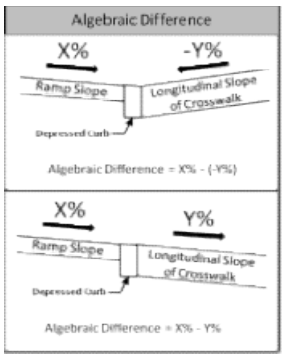
LAYTON RD & WALLEY AVE, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2024	02	14		
Designer 1	Nazir Vasquez McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	3.40	%	1.10	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	10.0		
Intersection Ramp # of #	2	6			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 4A				
*North Leg	WALLEY	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	LAYTON	(segment)	(offset)		
*East Leg Desc.	Rd				
*South Leg	WALLEY	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	LAYTON	(segment)	(offset)		
*West Leg Desc.	Rd				
Ramp Coordinates	Latitude				
	Longitude				







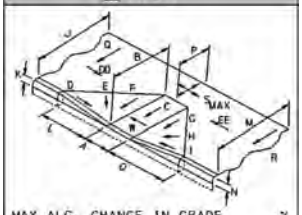


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-WALLEYAve-LAYTONRd-WALLEYAve-LAYTONRd-2024-02-14-7-Type4A				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania
DEPARTMENT OF TRANSPORTATION

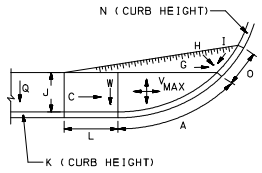
LAYTON RD & WALLEY AVE, PennDOT Location
ID # 7

☐ TYPE 1



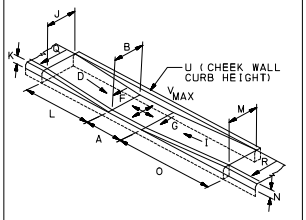
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



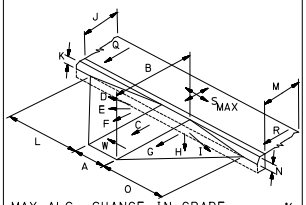
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



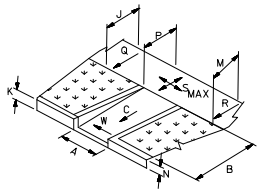
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



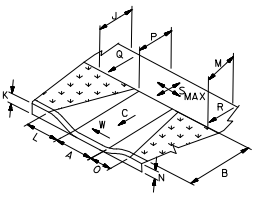
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



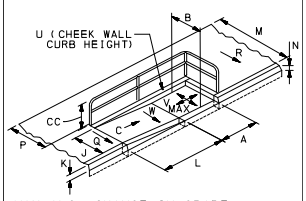
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



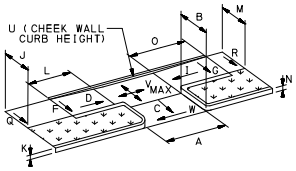
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



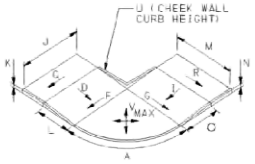
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



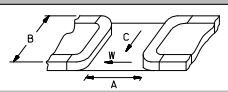
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

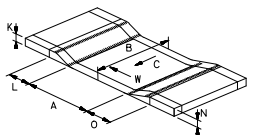
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	24	(IN)	
*	C	6.60	(%)	
*	D		(%)	
	E		(%)	
*	F		(%)	
*	G		(%)	
	H		(%)	
*	I		(%)	
*	J	57	(IN)	
	K	3	(IN)	
	L	24	(IN)	
*	M	57	(IN)	
	N	3	(IN)	
	O	24	(IN)	
*	P	57	(IN)	
*	Q	0.00	(%)	
*	R	1.00	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no adj stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.70	(%)	
*	EE	4.40	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-WALLEYAve-LAYTONRd-WALLEYAve-LAYTONRd-2024-02-14-7-Type4A

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DEPARTMENT OF TRANSPORTATION

LAYTON RD & WALLEY AVE, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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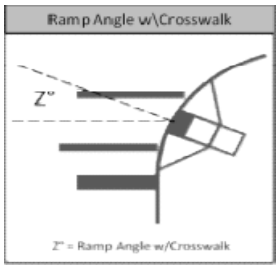
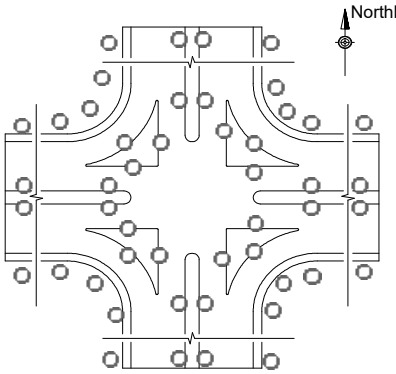
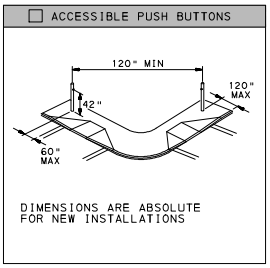
DEPARTMENT OF TRANSPORTATION

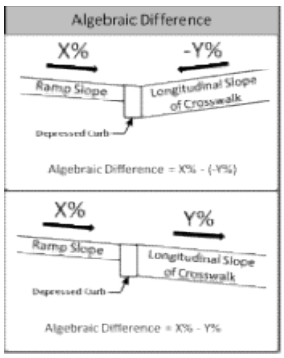
LAYTON RD & WALLEY AVE, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2024	02	14		
Designer 1	Nazir Vasquez McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.40	%	0.40	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	9.1		
Intersection Ramp # of #	1	6			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg	WALLEY	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	LAYTON	(segment)	(offset)		
*East Leg Desc.	Rd				
*South Leg	WALLEY	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	LAYTON	(segment)	(offset)		
*West Leg Desc.	Rd				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-WALLEYAve-LAYTONRd-WALLEYAve-LAYTONRd-2024-02-14-14-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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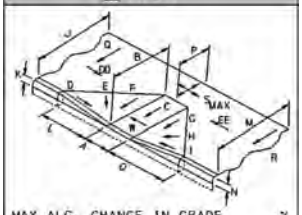
DEPARTMENT OF TRANSPORTATION

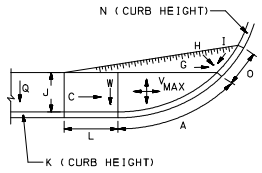
LAYTON RD & WALLEY AVE, PennDOT Location
ID # 14

☐ TYPE 1



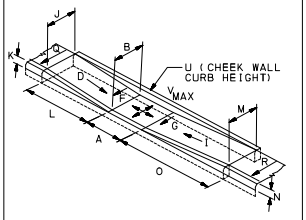
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



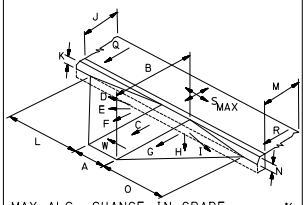
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



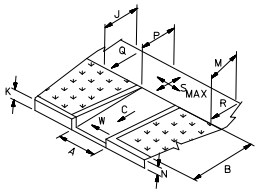
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



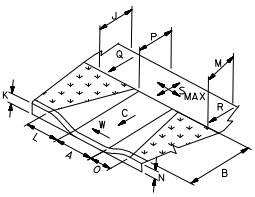
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



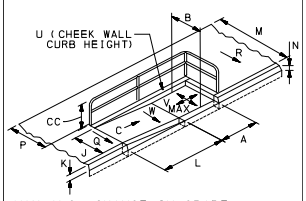
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



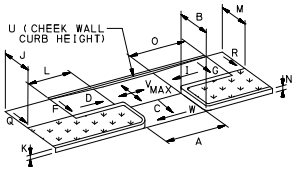
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



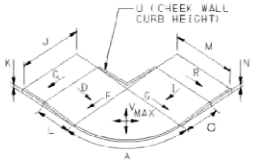
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



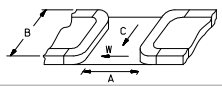
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

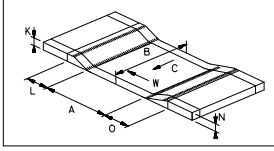
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	33	(IN)	
*	C	6.70	(%)	
*	D	999	(%)	pole
	E	999	(%)	pole
*	F	999	(%)	pole
*	G	6.00	(%)	
	H	7.10	(%)	
*	I	8.00	(%)	
*	J	48	(IN)	
	K	4	(IN)	
	L	12	(IN)	
*	M	48	(IN)	
	N	2	(IN)	
	O	34	(IN)	
*	P	48	(IN)	
*	Q	1.50	(%)	
*	R	0.60	(%)	
*	S	1.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.70	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	204	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.20	(%)	
*	EE	2.00	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-WALLEYAve-LAYTONRd-WALLEYAve-LAYTONRd-2024-02-14-14-Type1

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DEPARTMENT OF TRANSPORTATION

LAYTON RD & WALLEY AVE, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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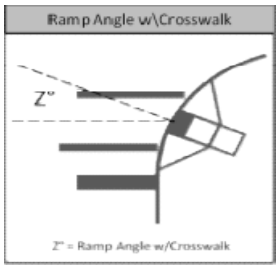
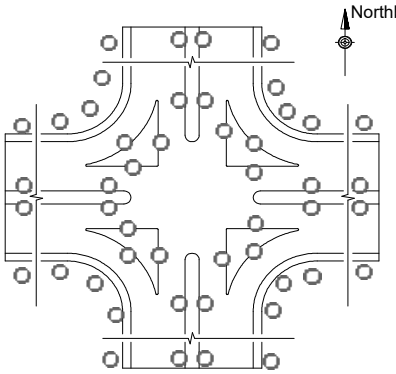
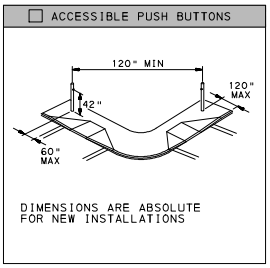
DEPARTMENT OF TRANSPORTATION

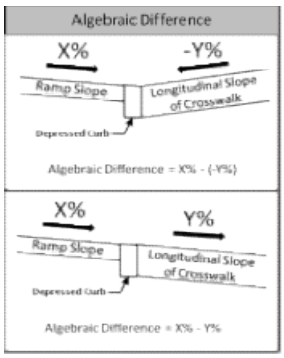
LAYTON RD & WALLEY AVE, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2024	02	14		
Designer 1	Nazir Vasquez McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.60	%	2.90	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	7.3		
Intersection Ramp # of #	5	6			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 1				
*North Leg	WALLEY	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	LAYTON	(segment)	(offset)		
*East Leg Desc.	Rd				
*South Leg	WALLEY	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	LAYTON	(segment)	(offset)		
*West Leg Desc.	Rd				
Ramp Coordinates	Latitude				
	Longitude				







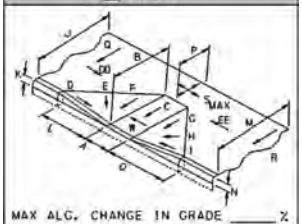


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-WALLEYAve-LAYTONRd-WALLEYAve-LAYTONRd-2024-02-14-17-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

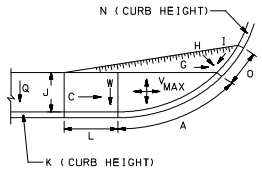
LAYTON RD & WALLEY AVE, PennDOT Location
ID # 17

☐ TYPE 1



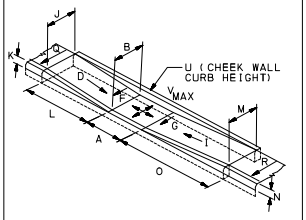
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



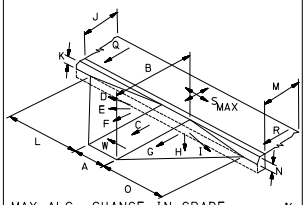
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



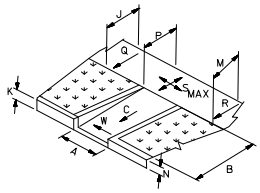
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



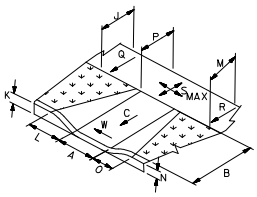
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



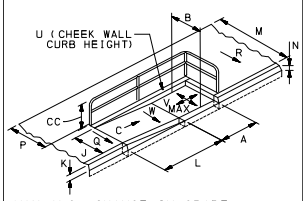
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



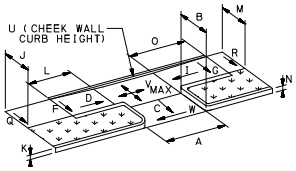
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



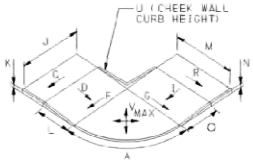
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



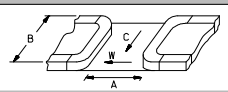
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

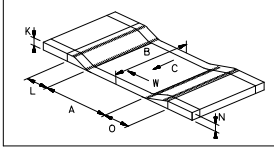
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	34	(IN)	
*	C	5.70	(%)	
*	D	999	(%)	rolled flare
	E	999	(%)	rolled flare
*	F	999	(%)	rolled flare
*	G	4.60	(%)	
	H	7.70	(%)	
*	I	8.40	(%)	
*	J	48	(IN)	
	K	3	(IN)	
	L	24	(IN)	
*	M	48	(IN)	
	N	3	(IN)	
	O	50	(IN)	
*	P	48	(IN)	
*	Q	1.70	(%)	
*	R	3.00	(%)	0.65%
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no adj stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.20	(%)	
*	EE	2.30	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-WALLEYAve-LAYTONRd-WALLEYAve-LAYTONRd-2024-02-14-17-Type1

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DEPARTMENT OF TRANSPORTATION

LAYTON RD & WALLEY AVE, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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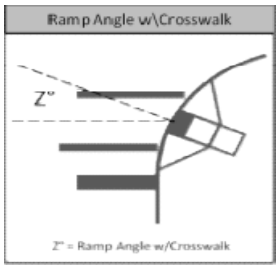
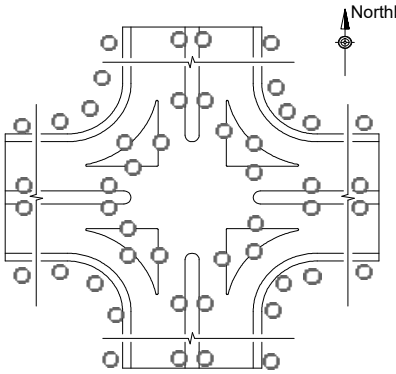
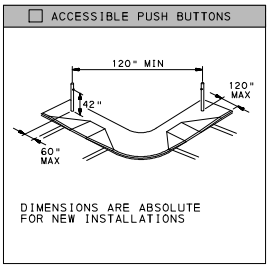
DEPARTMENT OF TRANSPORTATION

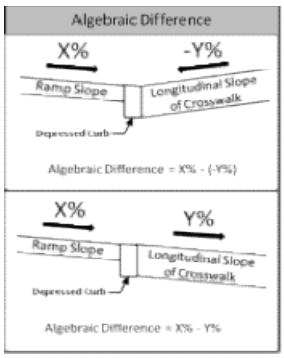
LAYTON RD & WALLEY AVE, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2024	02	14		
Designer 1	Nazir Vasquez McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.20	%	1.90	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	5.6		
Intersection Ramp # of #	6	6			
*Ramp Location (Use Figure Below)		19			
*Curb Ramp Type	Type 1				
*North Leg	WALLEY	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	LAYTON	(segment)	(offset)		
*East Leg Desc.	Rd				
*South Leg	WALLEY	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	LAYTON	(segment)	(offset)		
*West Leg Desc.	Rd				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-WALLEYAve-LAYTONRd-WALLEYAve-LAYTONRd-2024-02-14-19-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

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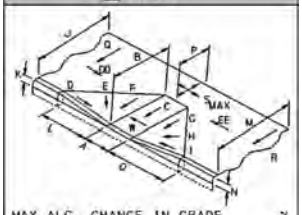
DEPARTMENT OF TRANSPORTATION

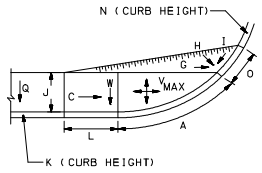
LAYTON RD & WALLEY AVE, PennDOT Location
ID # 19

☐ TYPE 1



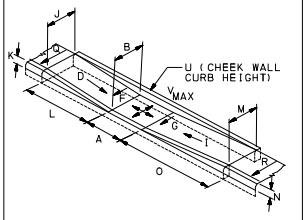
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



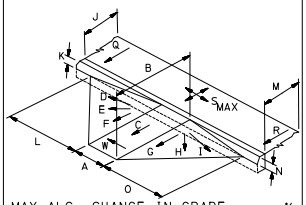
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



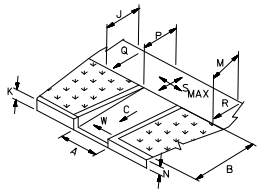
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



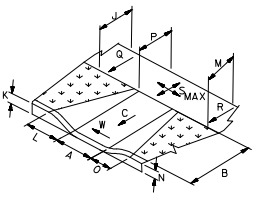
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



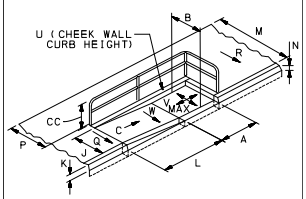
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



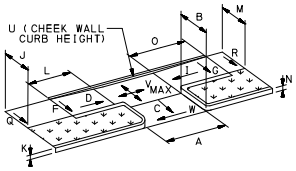
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



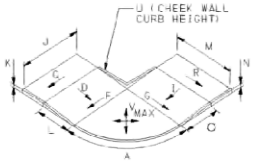
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



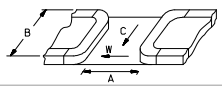
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

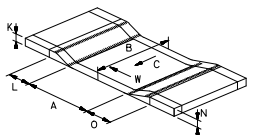
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	36	(IN)
*	C	4.40	(%)
*	D	9.00	(%)
	E	7.30	(%)
*	F	5.00	(%)
*	G	4.00	(%)
	H	7.80	(%)
*	I	10.00	(%)
*	J	48	(IN)
	K	3	(IN)
	L	33	(IN)
*	M	48	(IN)
	N	4	(IN)
	O	24	(IN)
*	P	48	(IN)
*	Q	1.70	(%)
*	R	3.00	(%)
*	S	1.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.20	(%)
*	EE	2.30	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

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DEPARTMENT OF TRANSPORTATION

LAYTON RD & WALLEY AVE, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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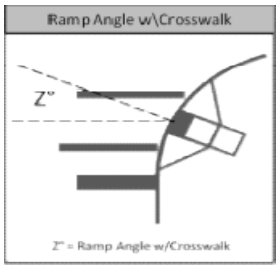
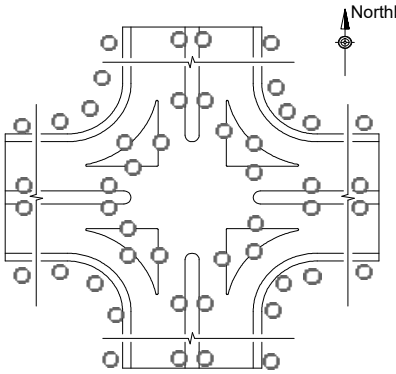
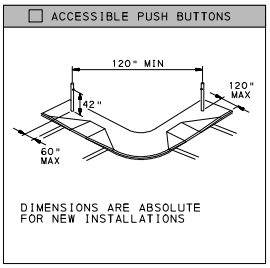
DEPARTMENT OF TRANSPORTATION

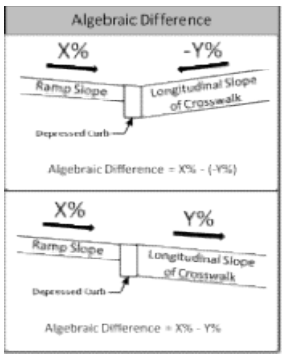
MASCHER ST & W WESTMORELAND ST, PennDOT
Location ID # 2

*Date of Design (yyyy mm dd)	2024	06	19			
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.					
Designer 2	Alex Long Bowman Consulting Group Ltd.					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	8.80	%	0.90	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	13.3			
Intersection Ramp # of #	3	4				
*Ramp Location (Use Figure Below)		02				
*Curb Ramp Type	Type 1					
*North Leg	MASCHER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	W WESTMORELAND	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	MASCHER	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	W WESTMORELAND	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-MASCHERSt-WWESTMORELANDSt-MASCHERSt-WWESTMORELANDSt-2024-06-19-2-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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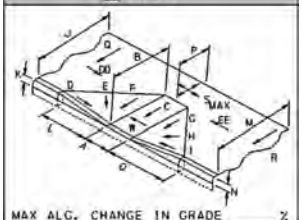
DEPARTMENT OF TRANSPORTATION

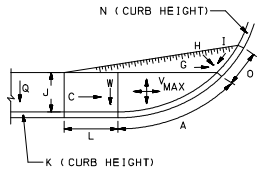
MASCHER ST & W WESTMORELAND ST,
PennDOT Location ID # 2

☐ TYPE 1



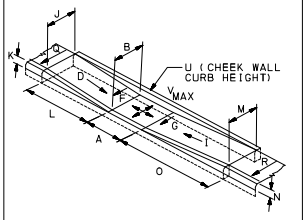
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



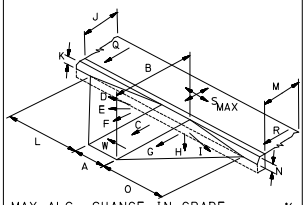
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



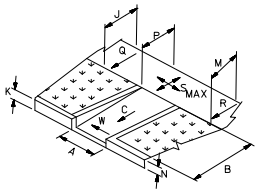
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



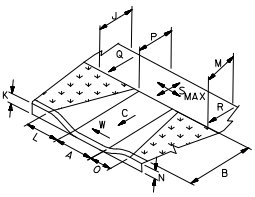
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



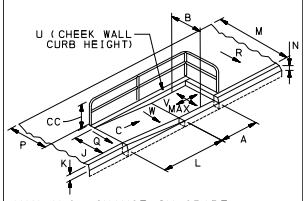
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



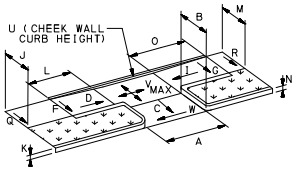
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



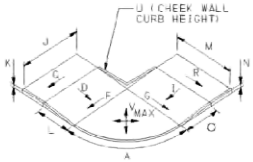
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



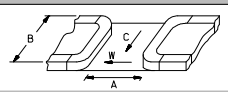
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

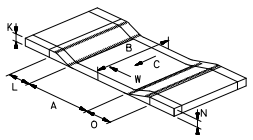
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	48	(IN)	
*	C	6.60	(%)	
*	D	999	(%)	nonwalkable
	E	999	(%)	nonwalkable
*	F	999	(%)	nonwalkable
*	G	6.90	(%)	
	H	9.20	(%)	
*	I	9.40	(%)	
*	J	132	(IN)	
	K	4	(IN)	
	L	27	(IN)	
*	M	132	(IN)	
	N	3	(IN)	
	O	48	(IN)	
*	P	48	(IN)	
*	Q	4.90	(%)	
*	R	3.00	(%)	
*	S	4.20	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	108	(IN)	
*	Z		(IN)	
*	ZZ	58	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.00	(%)	
*	EE	4.00	(%)	

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

C-06-101-60000-MASCHERSt-WWESTMORELANDSt-MASCHERSt-WWESTMORELANDSt-2024-06-19-2-Type1

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DEPARTMENT OF TRANSPORTATION

MASCHER ST & W WESTMORELAND ST, PennDOT
Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Westmoreland Street and Mascher Street	Ramp 02

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

*Add Location to Transition Plan	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Existing curbline slope > 2.00%
- [x] Other 1 — Landing slope > 2.00%
- [x] Other 2 — Flare slope > 10.00%
- [ ] Other 3

General Information

*District:	06
*County:	Philadelphia
*Twshp/Boro:	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Anton Kuhner, P.E.
*Submitter Company:	McMahon, a Bowman company
Street Address	1515 Market Street, Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
*Date Submitted:	June 13, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	● Yes	○ No
Pedestrian Trip Generators	○ Yes	● No
Safety Concerns	○ Yes	● No
R9-3A "No Peds" Signs	○ Yes	● No
Existing Crosswalk	● Yes	○ No
Existing Sidewalk	● Yes	○ No
Existing Push Buttons	○ Yes	● No

ADT

Location Identification

Northbound

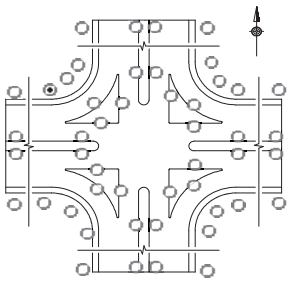
Mascher Street — **SR North - Segment*

Mascher Street — **SR South - Segment*

Westmoreland Street — **SR East - Segment*

Westmoreland Street — **SR West - Segment*

02 — Location #



Investigated design alternatives	Why alternative was not selected
1.) Extend ramp	Conflict with Building
2.) Locate Type 1 curb further east	Conflict with city inlet.
3.) Build up further in front of ramp	City requires constant slope within pavement adjustment.

Alternative selected and description of what requirement is not met

A Type 1 curb ramp has been designed at this location. Maximum cross slope of 2.00%, landscape slope of 2.00% and flare slopeof 10.00% are not met, and therefore the ramp has been designed with a maximum cross slope of 2.41%, landing slope of 3.97% slope and flare slope of 12.68%.

ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

1/30/2024 — ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

Sunil Gill 01/30/2024 — District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Mascher Street-Mascher Street-Westmoreland Street-Westmoreland*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Westmoreland Street and Mascher Street	Ramp 02

Investigated Design Alternative #1

It is technically infeasible to meet this requirement because of the close proximity of an existing building structure on this corner. In order to negate impacts to the adjacent building's access as well as provide reasonable grades within the transition areas it is necessary to construct the ramp with a cross slope of 2.41%, landing slope of 3.97% and flare slope of 12.68% because of existing building at corner.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the east; however shifting the curb ramp further to the east would conflict with existing inlet. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to build up further in front of the ramp; however the City requires a constant slope within the pavement adjustment. Building up further in front of the ramp would remove this condition. As a result of this consideration, this alternative was eliminated.

Summary

City of Philadelphia requirements dictate a Type 1 curb ramp has a cross slope of 2.00%, landing slope of 2.00% and flare slope of 10.00%. It is technically infeasible to meet this requirement at this location due to the existing building structure on this corner. The ramp has been designed with a maximum cross slope of 2.41%, landing slope of 3.97% and flare slope of 12.68%. This design provides access to the maximum extent feasible.

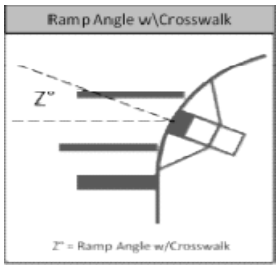
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Mascher Street-Mascher Street-Westmoreland Street*

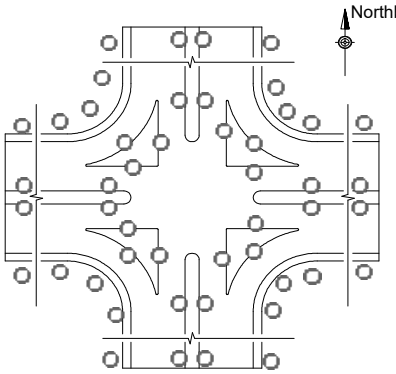
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

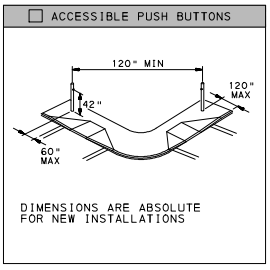
pennsylvania
DEPARTMENT OF TRANSPORTATION

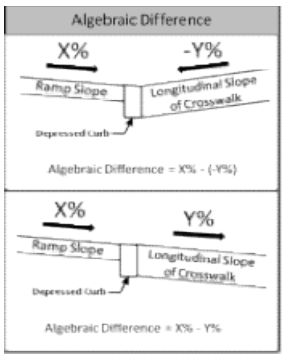
MASCHER ST & W WESTMORELAND ST, PennDOT
Location ID # 4

*Date of Design (yyyy mm dd)	2024	06	19		
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.				
Designer 2	Alex Long Bowman Consulting Group Ltd.				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	3.80	%	2.70	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		5	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	9.2		
Intersection Ramp # of #	4	4			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				
*North Leg	MASCHER	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	W WESTMORELAND	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	MASCHER	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	W WESTMORELAND	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







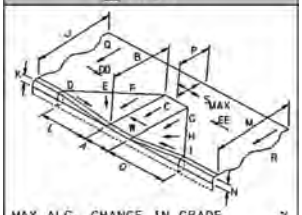


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-MASCHERSt-WWESTMORELANDSt-MASCHERSt-WWESTMORELANDSt-2024-06-19-4-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)		

pennsylvania
DEPARTMENT OF TRANSPORTATION

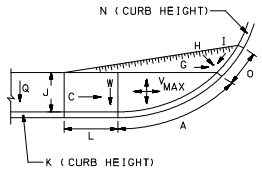
MASCHER ST & W WESTMORELAND ST,
PennDOT Location ID # 4

☐ TYPE 1



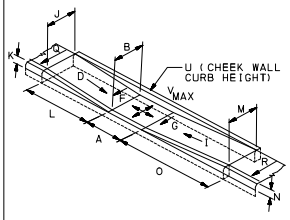
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



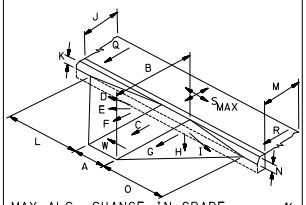
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



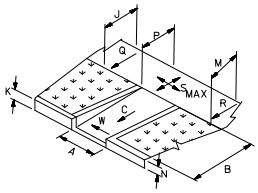
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



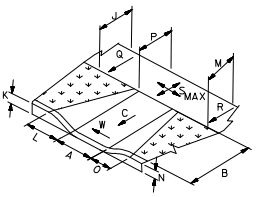
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



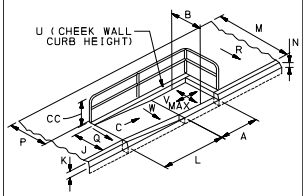
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



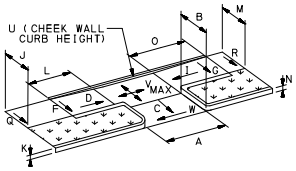
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



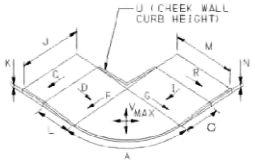
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



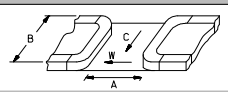
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

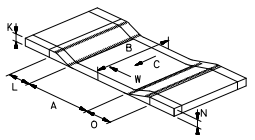
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	48	(IN)	
*	C	5.40	(%)	
*	D	7.40	(%)	
	E	8.70	(%)	
*	F	6.30	(%)	
*	G	999	(%)	nonwalkable
	H	999	(%)	nonwalkable
*	I	999	(%)	nonwalkable
*	J	132	(IN)	
	K	3	(IN)	
	L	98	(IN)	
*	M	132	(IN)	
	N	3	(IN)	
	O	22	(IN)	
*	P	48	(IN)	
*	Q	4.90	(%)	
*	R	3.00	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.80	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.60	(%)	
*	EE	4.00	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-MASCHERSt-WWESTMORELANDSt-MASCHERSt-WWESTMORELANDSt-2024-06-19-4-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

MASCHER ST & W WESTMORELAND ST, PennDOT
Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

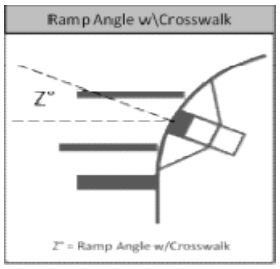
Insert Picture 3

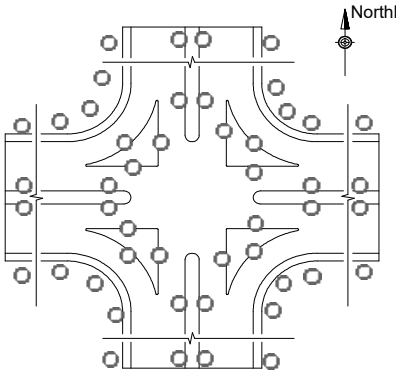
Insert Picture 6

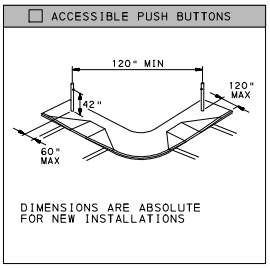
pennsylvania
DEPARTMENT OF TRANSPORTATION

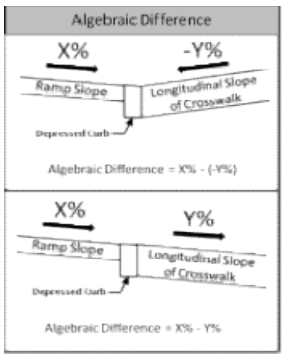
MASCHER ST & W WESTMORELAND ST, PennDOT
Location ID # 7

*Date of Design (yyyy mm dd)	2024	06	19		
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.				
Designer 2	Alex Long Bowman Consulting Group Ltd.				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	3.30	%	1.10	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	6.4		
Intersection Ramp # of #	2	4			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				
*North Leg	MASCHER	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	W WESTMORELAND	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	MASCHER	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	W WESTMORELAND	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







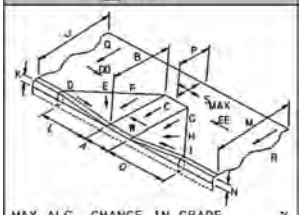


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-MASCHERSt-WWESTMORELANDSt-MASCHERSt-WWESTMORELANDSt-2024-06-19-7-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)		

pennsylvania
DEPARTMENT OF TRANSPORTATION

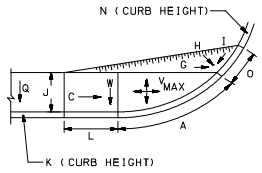
MASCHER ST & W WESTMORELAND ST,
PennDOT Location ID # 7

☐ TYPE 1



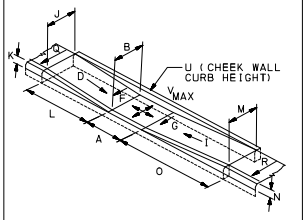
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



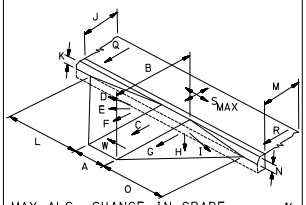
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



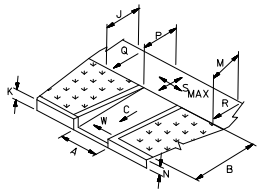
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



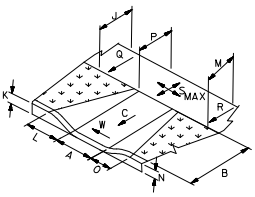
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



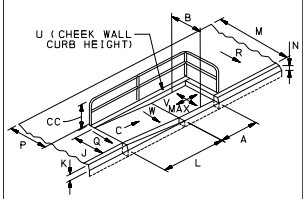
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



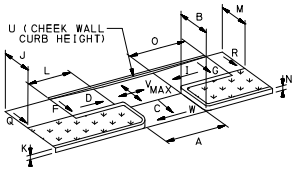
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



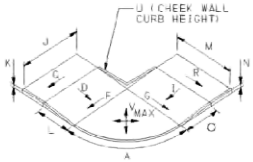
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



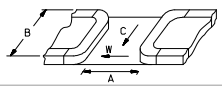
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

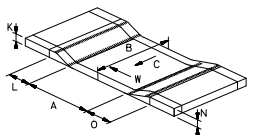
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	24	(IN)
*	C	3.10	(%)
*	D	5.50	(%)
	E	5.00	(%)
*	F	3.00	(%)
*	G	3.10	(%)
	H	4.80	(%)
*	I	3.70	(%)
*	J	48	(IN)
	K	5	(IN)
	L	53	(IN)
*	M	48	(IN)
	N	2	(IN)
	O	55	(IN)
*	P	48	(IN)
*	Q	0.50	(%)
*	R	1.00	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	108	(IN)
*	Z		(IN)
*	ZZ	58	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.40	(%)
*	EE	4.70	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

C-06-101-60000-MASCHERSt-WWESTMORELANDSt-MASCHERSt-WWESTMORELANDSt-2024-06-19-7-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

MASCHER ST & W WESTMORELAND ST, PennDOT
Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

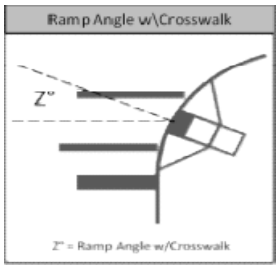
Insert Picture 3

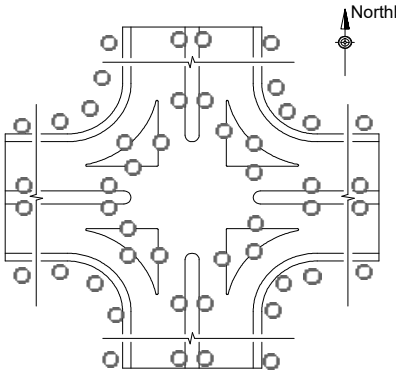
Insert Picture 6

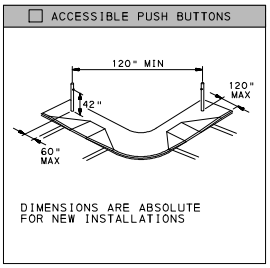
pennsylvania
DEPARTMENT OF TRANSPORTATION

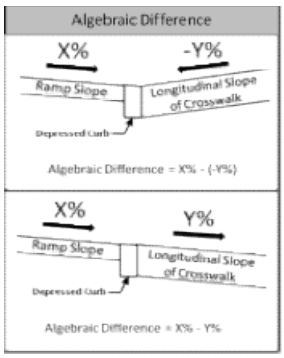
MASCHER ST & W WESTMORELAND ST, PennDOT
Location ID # 12

*Date of Design (yyyy mm dd)	2024	06	19		
Designer 1	Robert Greenhill Bowman				
Designer 2	Alex Long Bowman				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	6.70	%	2.40	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	12.3		
Intersection Ramp # of #	5	8			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				
*North Leg	MASCHER	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	W WESTMORELAND	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	MASCHER	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	W WESTMORELAND	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







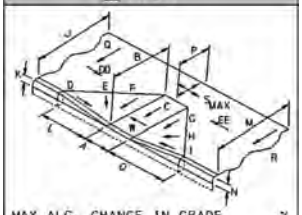


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-MASCHERSt-WWESTMORELANDSt-MASCHERSt-WWESTMORELANDSt-2024-06-19-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

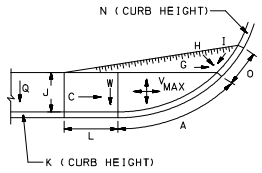
MASCHER ST & W WESTMORELAND ST,
PennDOT Location ID # 12

☐ TYPE 1



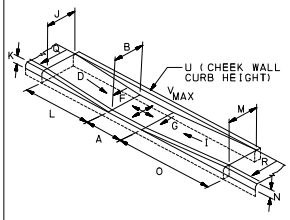
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



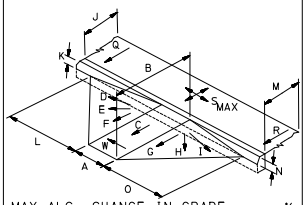
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



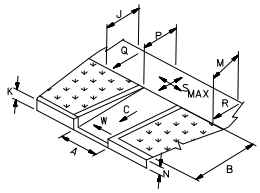
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



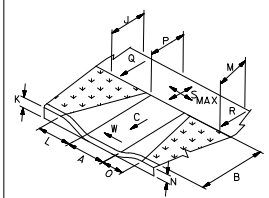
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



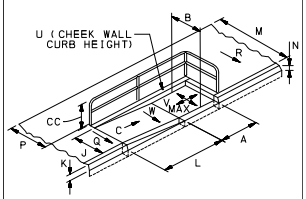
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



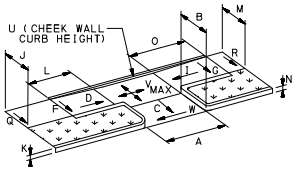
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



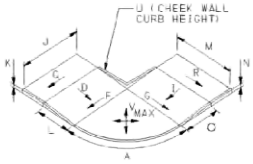
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



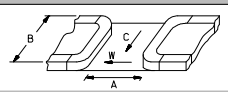
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

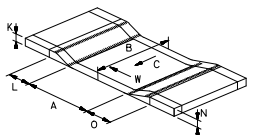
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	28	(IN)
*	C	5.50	(%)
*	D	8.40	(%)
	E	7.50	(%)
*	F	5.10	(%)
*	G	5.50	(%)
	H	10.10	(%)
*	I	10.00	(%)
*	J	48	(IN)
	K	3	(IN)
	L	48	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	48	(IN)
*	P	48	(IN)
*	Q	2.70	(%)
*	R	1.80	(%)
*	S	1.40	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.20	(%)
*	EE	1.80	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

pennsylvania
DEPARTMENT OF TRANSPORTATION

MASCHER ST & W WESTMORELAND ST, PennDOT
Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

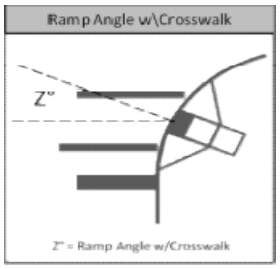
Insert Picture 3

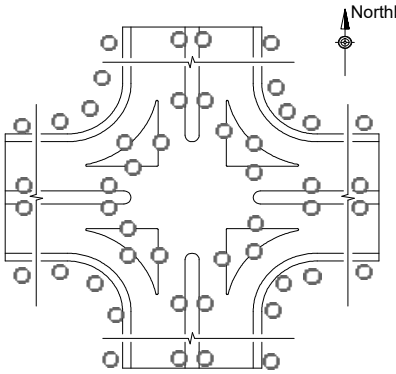
Insert Picture 6

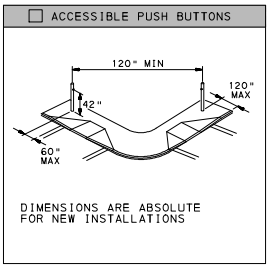
pennsylvania
DEPARTMENT OF TRANSPORTATION

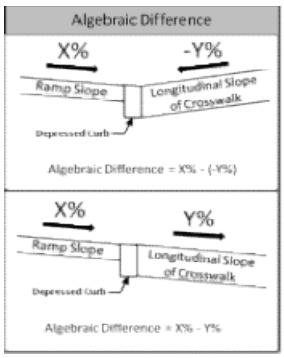
MASCHER ST & W WESTMORELAND ST, PennDOT
Location ID # 14

*Date of Design (yyyy mm dd)	2024	06	19		
Designer 1	Robert Greenhill Bowman				
Designer 2	Alex Long Bowman				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	6.20	%	3.20	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	7.7		
Intersection Ramp # of #	6	8			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg	MASCHER	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	W WESTMORELAND	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	MASCHER	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	W WESTMORELAND	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







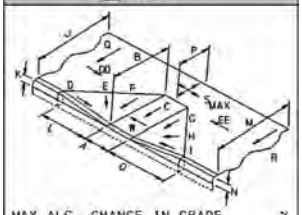


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-MASCHERSt-WWESTMORELANDSt-MASCHERSt-WWESTMORELANDSt-2024-06-19-14-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)		

pennsylvania
DEPARTMENT OF TRANSPORTATION

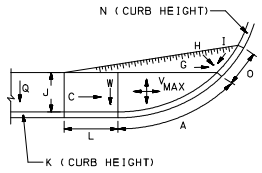
MASCHER ST & W WESTMORELAND ST,
PennDOT Location ID # 14

☐ TYPE 1



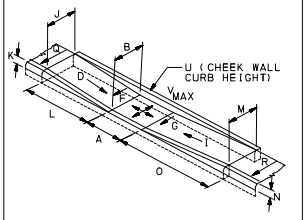
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



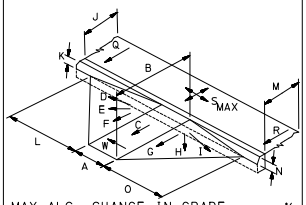
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



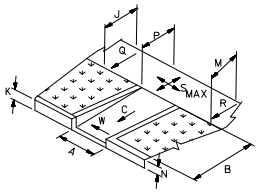
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



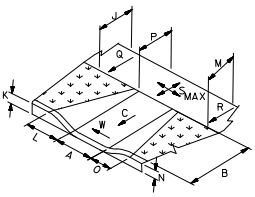
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



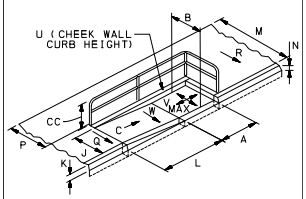
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



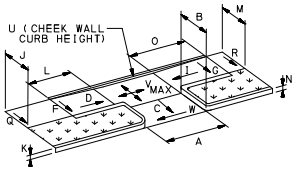
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



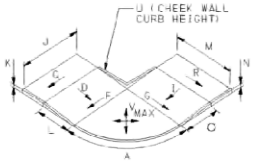
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



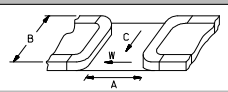
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

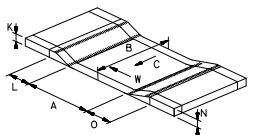
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	48	(IN)	
*	C	1.50	(%)	
*	D	7.20	(%)	
	E	6.90	(%)	
*	F	2.60	(%)	
*	G	2.80	(%)	
	H	3.30	(%)	
*	I	3.00	(%)	
*	J	48	(IN)	
	K	3	(IN)	
	L	36	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	40	(IN)	
*	P	48	(IN)	
*	Q	2.80	(%)	
*	R	1.60	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	2.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.50	(%)	
*	EE	1.60	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-MASCHERSt-WWESTMORELANDSt-MASCHERSt-WWESTMORELANDSt-2024-06-19-14-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

MASCHER ST & W WESTMORELAND ST, PennDOT
Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Westmoreland Street and Mascher Street	Ramp 14

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Anton Kuhner, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	1515 Market Street, Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
***Date Submitted:**	June 13, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	● Yes	○ No
Pedestrian Trip Generators	○ Yes	● No
Safety Concerns	○ Yes	● No
R9-3A "No Peds" Signs	○ Yes	● No
Existing Crosswalk	● Yes	○ No
Existing Sidewalk	● Yes	○ No
Existing Push Buttons	○ Yes	● No

ADT

Location Identification

Northbound

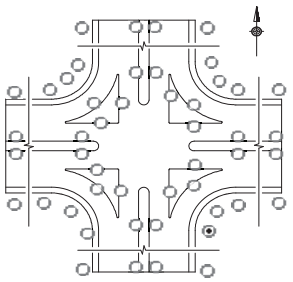
Mascher Street
**SR North - Segment*

Mascher Street
**SR South - Segment*

Westmoreland Street
**SR East - Segment*

Westmoreland Street
**SR West - Segment*

14
Location #



Investigated design alternatives	Why alternative was not selected
1.) Extend ramp	Conflict with Building
2.) Locate Type 1 curb ramp further north	Conflict with adjacent ramp.
3.) Build up further in front of ramp	City requires constant slope within pavement adjustment..

Alternative selected and description of what requirement is not met

A Type 1 curb ramp has been designed at this location. Maximum cross slope of 2.00% is not met, and therefore the ramp has been designed with a maximum landing slope of 3.70% slope.

ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

1/30/2024
ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

Sunil Gill 01/30/2024
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Mascher Street-Mascher Street-Westmoreland Street-Westmoreland*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Westmoreland Street and Mascher Street	Ramp 14

Investigated Design Alternative #1

It is technically infeasible to meet this requirement because of the close proximity of an existing building structure on this corner. In order to negate impacts to the adjacent building's access as well as provide reasonable grades within the transition areas it is necessary to construct the ramp with a cross slope of 3.70% because of existing building at corner.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the north; however shifting the curb ramp further to the north would create a conflict with the adjacent ramp. As a result of this consideration this alternative was eliminated,

Investigated Design Alternative #3

Consideration was given to build up further in front of the ramp; however the City requires a constant slope within the pavement adjustment. Building up further in front of the ramp would remove this condition. As a result of this consideration, this alternative was eliminated.

Summary

City of Philadelphia requirements dictate a Type 1 curb ramp has a cross slope of 2.00%. It is technically infeasible to meet this requirement at this location due to the existing building structure on this corner. The ramp has been designed with a maximum cross slope of 3.70%. This design provides access to the maximum extent feasible.

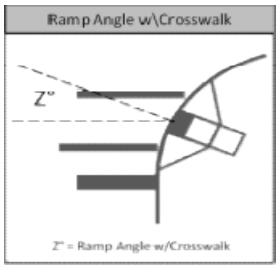
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Mascher Street-Mascher Street-Westmoreland Street*

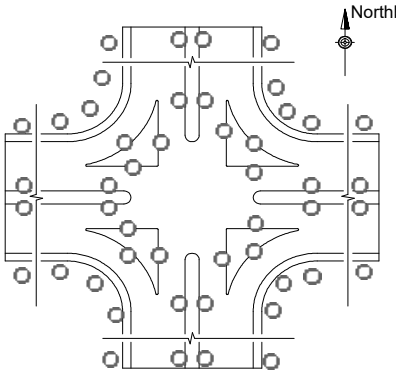
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

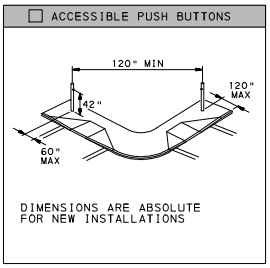
pennsylvania
DEPARTMENT OF TRANSPORTATION

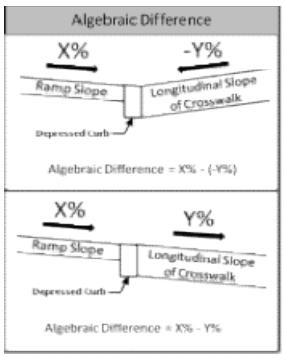
MASCHER ST & W WESTMORELAND ST, PennDOT
Location ID # 17

*Date of Design (yyyy mm dd)	2024	06	19		
Designer 1	Robert Greenhill Bowman				
Designer 2	Alex Long Bowman				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	9.50	%	0.60	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	13.3		
Intersection Ramp # of #	7	8			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 1				
*North Leg	MASCHER	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	W WESTMORELAND	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	MASCHER	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	W WESTMORELAND	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







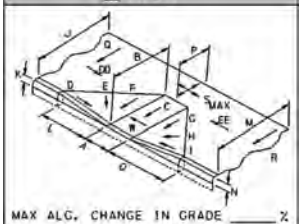


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-MASCHERSt-WWESTMORELANDSt-MASCHERSt-WWESTMORELANDSt-2024-06-19-17-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

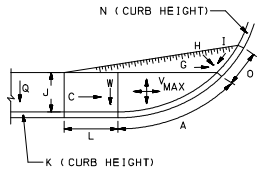
MASCHER ST & W WESTMORELAND ST,
PennDOT Location ID # 17

☐ TYPE 1



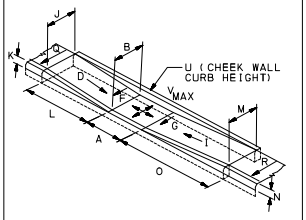
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



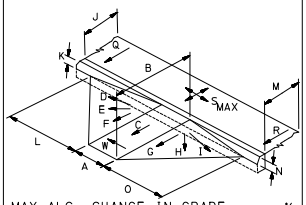
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



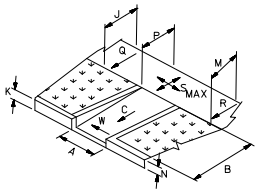
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



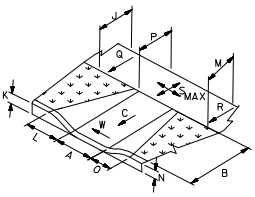
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



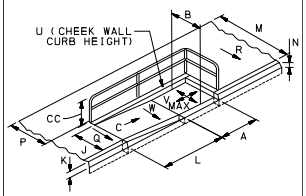
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



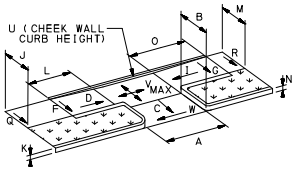
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



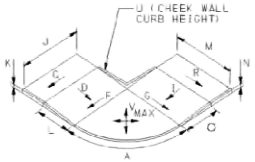
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



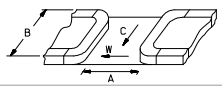
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

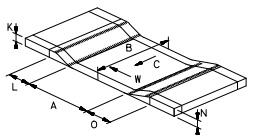
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	30	(IN)	
*	C	5.00	(%)	
*	D	999	(%)	utility pole
	E	999	(%)	utility pole
*	F	999	(%)	utility pole
*	G	4.90	(%)	
	H	6.50	(%)	
*	I	7.00	(%)	
*	J	48	(IN)	
	K	4	(IN)	
	L	48	(IN)	
*	M	48	(IN)	
	N	3	(IN)	
	O	48	(IN)	
*	P	48	(IN)	
*	Q	5.10	(%)	
*	R	5.30	(%)	
*	S	1.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	2.23	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.20	(%)	
*	EE	4.60	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-MASCHERSt-WWESTMORELANDSt-MASCHERSt-WWESTMORELANDSt-2024-06-19-17-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

MASCHER ST & W WESTMORELAND ST, PennDOT
Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Westmoreland Street and Mascher Street	Ramp 17

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Anton Kuhner, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	1515 Market Street, Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
***Date Submitted:**	June 13, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	● Yes	○ No
Pedestrian Trip Generators	○ Yes	● No
Safety Concerns	○ Yes	● No
R9-3A "No Peds" Signs	○ Yes	● No
Existing Crosswalk	● Yes	○ No
Existing Sidewalk	● Yes	○ No
Existing Push Buttons	○ Yes	● No

ADT

Location Identification

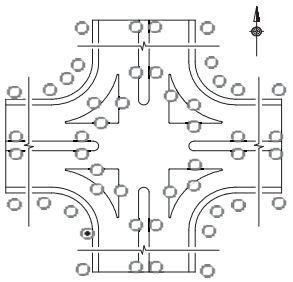
Northbound

Mascher Street
**SR North - Segment*

Mascher Street
**SR South - Segment*

Westmoreland Street
**SR East - Segment*

Westmoreland Street
**SR West - Segment*

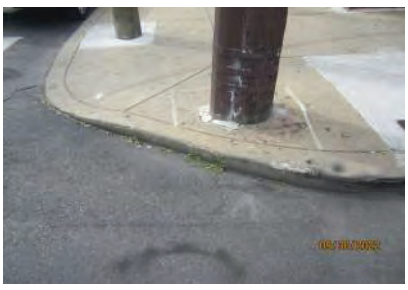


17
Location #

Investigated design alternatives	Why alternative was not selected
1.) Extend ramp	Conflict with Building
2.) Locate Type 1 curb ramp further south	Conflict with utility pole..
3.) Build up further in front of ramp	City requires constant slope within pavement adjustment..

Alternative selected and description of what requirement is not met

A Type 1 curb ramp has been designed at this location. Maximum cross slope of 2.00% is not met, and therefore the ramp has been designed with a maximum landing slope of 2.23% slope.



ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

1/30/2024
ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

Sunil Gill 01/30/2024
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Mascher Street-Mascher Street-Westmoreland Street-Westmoreland*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Westmoreland Street and Mascher Street	Ramp 17

Investigated Design Alternative #1

It is technically infeasible to meet this requirement because of the close proximity of an existing building structure on this corner. In order to negate impacts to the adjacent building's access as well as provide reasonable grades within the transition areas it is necessary to construct the ramp with a cross slope of 2.23% because of existing building at corner.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the south; however shifting the curb ramp further to the south would create a conflict with utility pole. As a result of this consideration this alternative was eliminated,

Investigated Design Alternative #3

Consideration was given to build up further in front of the ramp; however the City requires a constant slope within the pavement adjustment. Building up further in front of the ramp would remove this condition. As a result of this consideration, this alternative was eliminated.

Summary

City of Philadelphia requirements dictate a Type 1 curb ramp has a cross slope of 2.00%. It is technically infeasible to meet this requirement at this location due to the existing building structure on this corner. The ramp has been designed with a maximum cross slope of 2.23%. This design provides access to the maximum extent feasible.

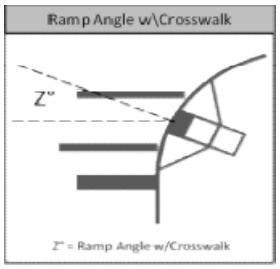
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Mascher Street-Mascher Street-Westmoreland Street*

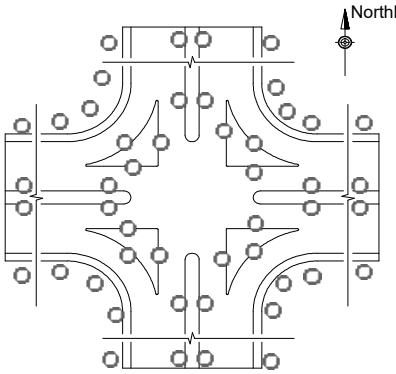
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

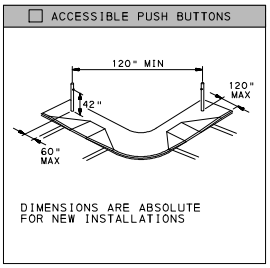
pennsylvania
DEPARTMENT OF TRANSPORTATION

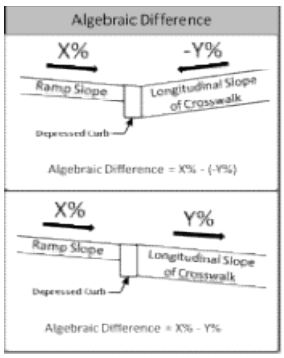
MEDFORD RD & WOODHAVEN RD, PennDOT
Location ID # 4

*Date of Design (yyyy mm dd)	2024	02	14		
Designer 1	Nazir Vasquez McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.10	%	0.20	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		41	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	8.9		
Intersection Ramp # of #	1	1	tif		
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 4A				
*North Leg	WOODHAVEN	(segment)	(offset)		
*North Leg Desc.	Rd				
*East Leg	MEDFORD	(segment)	(offset)		
*East Leg Desc.	Rd				
*South Leg	WOODHAVEN	(segment)	(offset)		
*South Leg Desc.	Rd				
*West Leg	MEDFORD	(segment)	(offset)		
*West Leg Desc.	Rd				
Ramp Coordinates	Latitude				
	Longitude				







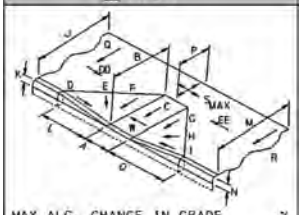


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-WOODHAVENRd-MEDFORDRd-WOODHAVENRd-MEDFORDRd-2024-02-14-4-Type4A		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

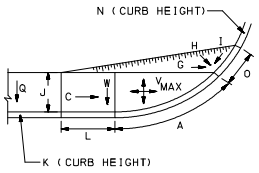
MEDFORD RD & WOODHAVEN RD, PennDOT
Location ID # 4

☐ TYPE 1



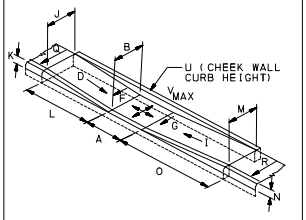
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



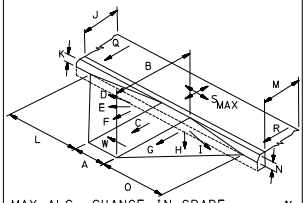
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



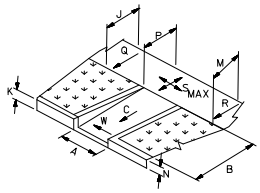
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



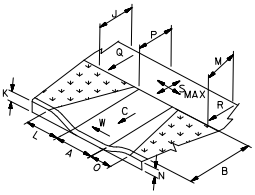
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



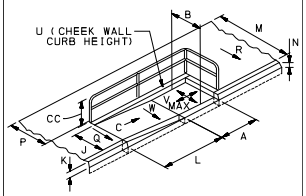
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



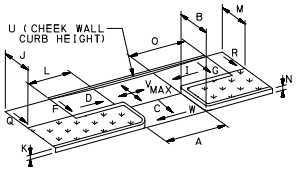
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



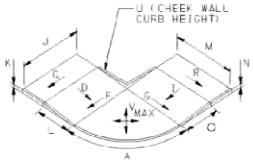
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



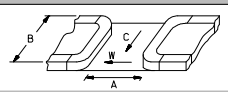
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

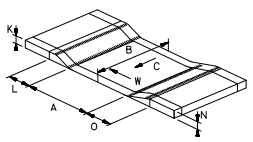
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	31	(IN)
*	C	6.80	(%)
*	D		(%)
	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I		(%)
*	J	53	(IN)
	K	4	(IN)
	L	26	(IN)
*	M	51	(IN)
	N	5	(IN)
	O	28	(IN)
*	P	50	(IN)
*	Q	4.10	(%)
*	R	3.40	(%)
*	S	1.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	70	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.80	(%)
*	EE	5.80	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

C-06-101-60000-WOODHAVENRd-MEDFORDRd-WOODHAVENRd-MEDFORDRd-2024-02-14-4-Type4A

pennsylvania
DEPARTMENT OF TRANSPORTATION

MEDFORD RD & WOODHAVEN RD, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

WB Woodhaven Road and Medford Road	Ramp 04

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Helen Lam, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	1515 Market Street, Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
***Date Submitted:**	April 19, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	◉ Yes	○ No
Pedestrian Trip Generators	○ Yes	◉ No
Safety Concerns	○ Yes	◉ No
R9-3A "No Peds" Signs	○ Yes	◉ No
Existing Crosswalk	◉ Yes	○ No
Existing Sidewalk	◉ Yes	○ No
Existing Push Buttons	○ Yes	◉ No

ADT

Location Identification

Northbound

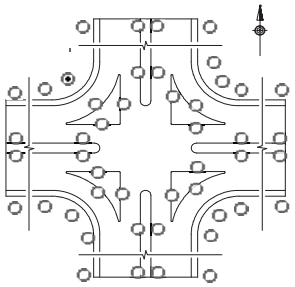
Medford Road — **SR North - Segment*

N/A — **SR South - Segment*

Woodhaven Road — **SR East - Segment*

Woodhaven Road — **SR West - Segment*

04 — Location #



Investigated design alternatives	Why alternative was not selected
1) Locate Type 4A curb ramp further north	TIF still needed
2) Locate Type 4A curb ramp further south	TIF still needed
3) Provide a triangular landing area	Insufficient PAR

Alternative selected and description of what requirement is not met

A type 4A curb ramp is designed at this location. The following requirement(s) are not met: Ramp angle exceeds 22 degrees. The ramp has been designed with a maximum ramp angle of 41 degrees with the crosswalk.

ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

Maria Marie Vazquez 8.15.23

ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

Sunil Gill 08/17/2023

District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Medford Road-N/A-Woodhaven Road-Woodhaven Road-4-45035*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

WB Woodhaven Road and Medford Road	Ramp 04

Investigated Design Alternative #1

Consideration was given to locate the proposed type 4A ramp further to the north, however shifting the curb ramp further to the north would still require a TIF for the ramp angle with the existing crosswalk. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 4A ramp further to the south, however shifting the curb ramp further to the south would be technically infeasible for the same reason that design alternative #1 is technically infeasible. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to provide a triangular landing area; however providing a triangular landing areawould result in insufficent PAR. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum ramp angle of 20 degrees. It is technically infeasible to meet this requirement due to the proximity of the fence located at this corner. This fence can not be relocated. Furthermore, maintaining a maximum angle of 20 degrees between the curb ramp and crosswalk results in insufficent PAR at this corner. As a result, the ramp has been designed with a maximum angle of 41 degrees with the crosswalk. This design provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Medford Road-N/A-Woodhaven Road-Woodhaven Ro*

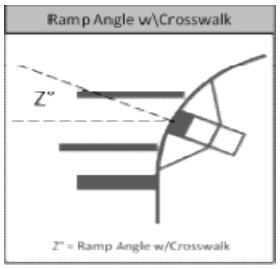
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

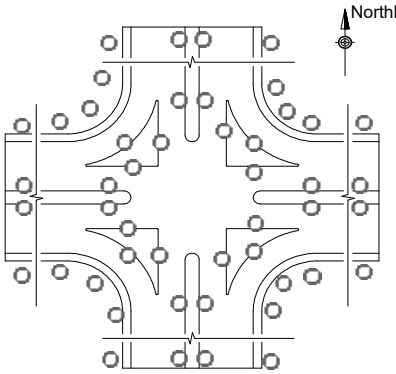
pennsylvania
DEPARTMENT OF TRANSPORTATION

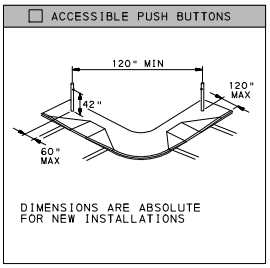
MUTTER ST & W WESTMORELAND ST, PennDOT
Location ID # 4

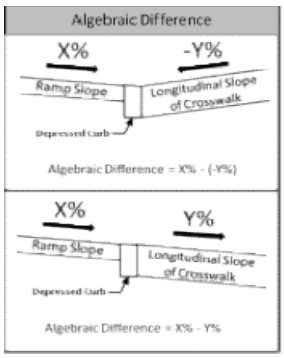
*Date of Design (yyyy mm dd)	2024	06	19		
Designer 1	Robert Greenhill Bowman				
Designer 2	Alex Long Bowman				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	1.60	%	0.70	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	13.2		
Intersection Ramp # of #	1	8			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				

*North Leg	MUTTER	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	W WESTMORELAND	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	MUTTER	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	W WESTMORELAND	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







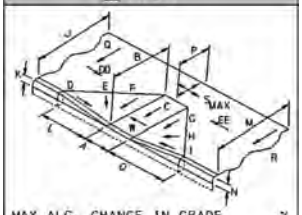


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-MUTTERSt-WWESTMORELANDSt-MUTTERSt-WWESTMORELANDSt-2024-06-19-4-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

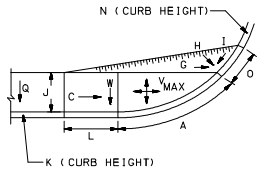
MUTTER ST & W WESTMORELAND ST, PennDOT
Location ID # 4

☐ TYPE 1



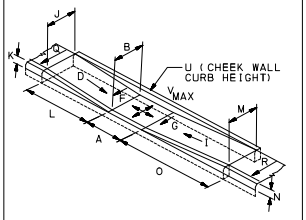
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



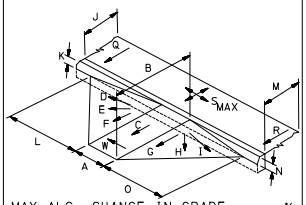
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



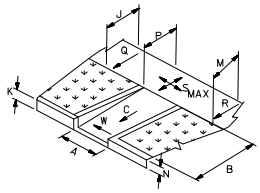
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



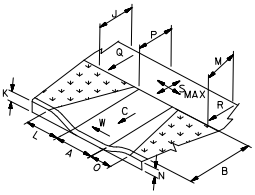
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



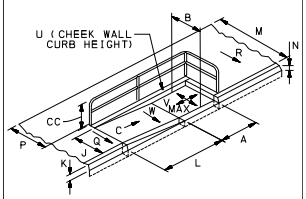
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



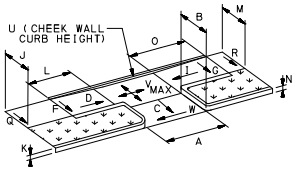
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



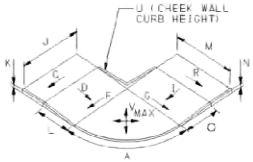
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



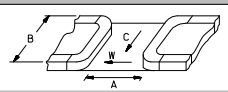
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

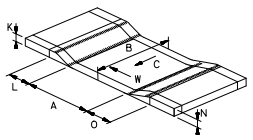
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	30	(IN)
*	C	11.60	(%)
*	D	10.00	(%)
	E	14.20	(%)
*	F	11.60	(%)
*	G	10.80	(%)
	H	9.00	(%)
*	I	5.80	(%)
*	J	48	(IN)
	K	6	(IN)
	L	36	(IN)
*	M	48	(IN)
	N	4	(IN)
	O	80	(IN)
*	P	48	(IN)
*	Q	4.90	(%)
*	R	5.10	(%)
*	S	5.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.70	(%)
*	EE	0.50	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

na

C-06-101-60000-MUTTERSt-WWESTMORELANDSt-MUTTERSt-WWESTMORELANDSt-2024-06-19-4-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

MUTTER ST & W WESTMORELAND ST, PennDOT Location
ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Westmoreland Street and Mutter Street	Ramp 04

***Facility Type**

- ☑ Curb Ramp
- ☐ Sidewalk
- ☐ Ped. Push Button
- ☐ Ped. Signal
- ☐ Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- ☐ Limited Right-of-Way
- ☐ Existing Utilities
- ☐ Structures, Buildings, Vaults
- ☐ Historic Areas
- ☐ Environmental Areas
- ☐ Grade Separations
- ☐ Existing curbline slope > 2.00%
- ☑ Other 1 — Ramp slope > 8.33%
- ☑ Other 2 — Landing slope > 2.00%
- ☐ Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Anton Kuhner, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	1515 Market Street, Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
***Date Submitted:**	June 13, 2023

Project Information

Project Type

- ☐ Resurfacing Project
- ☐ Signal Project
- ☐ Widening Project
- ☐ Reconstruction
- ☐ New Construction (Tech Infeasible normally N/A)
- ☑ ADA Improvement Project
- ☐ Other

Pedestrian Traffic	◉ Yes	○ No
Pedestrian Trip Generators	○ Yes	◉ No
Safety Concerns	○ Yes	◉ No
R9-3A "No Peds" Signs	○ Yes	◉ No
Existing Crosswalk	◉ Yes	○ No
Existing Sidewalk	◉ Yes	○ No
Existing Push Buttons	○ Yes	◉ No
ADT		

Location Identification

Northbound

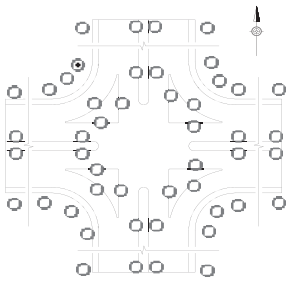
Mutter Street — **SR North - Segment*

**SR South - Segment*

Westmoreland Street — **SR East - Segment*

Westmoreland Street — **SR West - Segment*

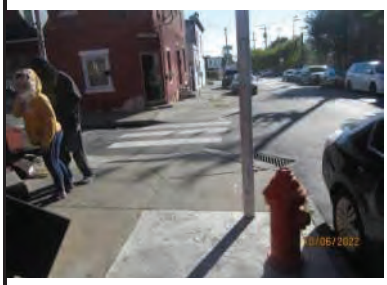
04 — Location #



Investigated design alternatives	Why alternative was not selected
1.) Extend ramp	Conflict with Building
2.) Locate Type 1 curb further south	Conflict with city inlet.
3.) Build up in front of ramp	City requires constant slope within pavement adjustment.

Alternative selected and description of what requirement is not met

A Type 1 curb ramp has been designed at this location. Maximum ramp slope of 8.33% and landscape slope of 2.00% are not met, and therefore the ramp has been designed with a maximum cross slope of 12.75% and flare slope of 5.50%.



ADA Review Committee Recommendation

☑ Approved ○ Denied

1/30/2024 — ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved ○ Denied

Sunil Gill 01/30/2024 — District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Mutter Street--Westmoreland Street-Westmoreland Street-4-45090*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Westmoreland Street and Mutter Street	Ramp 04

Investigated Design Alternative #1

It is technically infeasible to meet this requirement because of the close proximity of an existing building structure on this corner. In order to negate impacts to the adjacent building's access as well as provide reasonable grades within the transition areas it is necessary to construct the ramp with a slope of 12.75% and landing slope of 5.50% because of existing building at corner.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the south; however shifting the curb ramp further to the south would conflict with existing inlet. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to build up further in front of the ramp; however the City requires a constant slope within the pavement adjustment. Building up further in front of the ramp would remove this condition. As a result of this consideration, this alternative was eliminated..

Summary

City of Philadelphia requirements dictate a Type 1 curb ramp has a slope of 8.33% and landing slope of 2.00%. It is technically infeasible to meet this requirement at this location due to the existing building structure on this corner. The ramp has been designed with a maximum slope of 12.75% and flare slope of 5.50%. This design provides access to the maximum extent feasible.

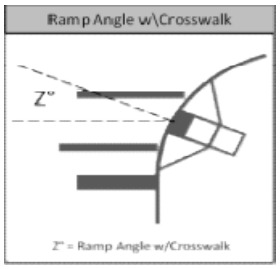
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Mutter Street--Westmoreland Street-Westmoreland S*

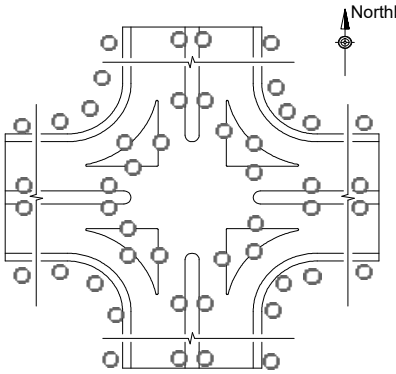
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

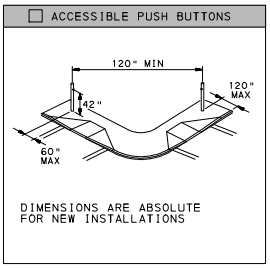
pennsylvania
DEPARTMENT OF TRANSPORTATION

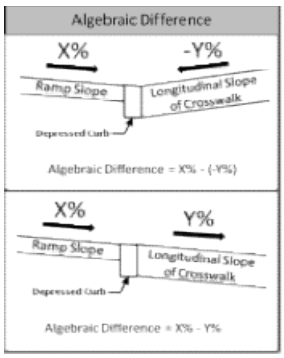
MUTTER ST & W WESTMORELAND ST, PennDOT
Location ID # 7

*Date of Design (yyyy mm dd)	2024	06	19			
Designer 1	Robert Greenhill Bowman					
Designer 2	Alex Long Bowman					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.90	%	1.10	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	13.3			
Intersection Ramp # of #	3	8				
*Ramp Location (Use Figure Below)		07				
*Curb Ramp Type	Type 1					
*North Leg	MUTTER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	W WESTMORELAND	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	MUTTER	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	W WESTMORELAND	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







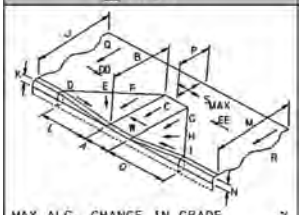


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-MUTTERSt-WWESTMORELANDSt-MUTTERSt-WWESTMORELANDSt-2024-06-19-7-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)		

pennsylvania
DEPARTMENT OF TRANSPORTATION

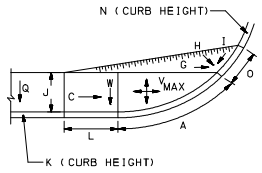
MUTTER ST & W WESTMORELAND ST, PennDOT
Location ID # 7

☐ TYPE 1



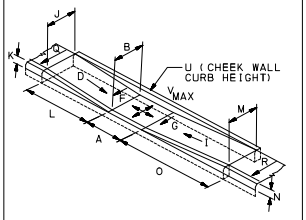
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



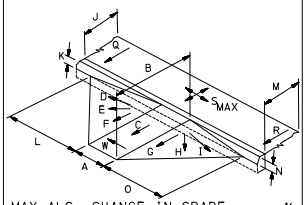
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



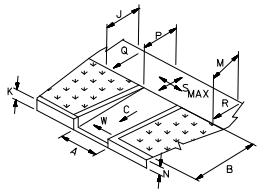
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



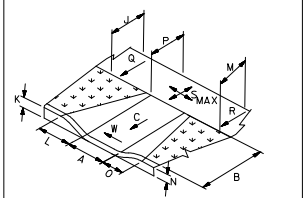
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



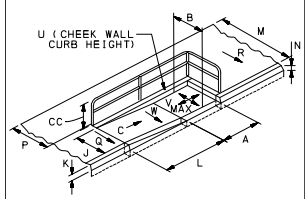
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



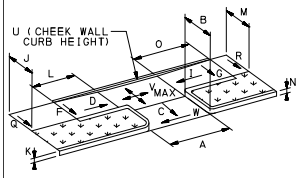
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



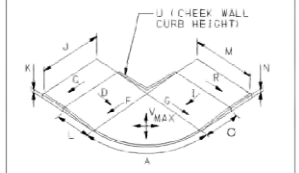
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



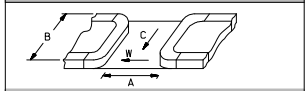
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

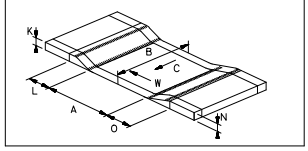
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	30	(IN)
*	C	11.00	(%)
*	D	9.20	(%)
	E	11.30	(%)
*	F	10.50	(%)
*	G	9.40	(%)
	H	7.80	(%)
*	I	6.40	(%)
*	J	48	(IN)
	K	6	(IN)
	L	36	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	36	(IN)
*	P	48	(IN)
*	Q	3.40	(%)
*	R	1.90	(%)
*	S	3.10	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.20	(%)
*	EE	2.60	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

C-06-101-60000-MUTTERSt-WWESTMORELANDSt-MUTTERSt-WWESTMORELANDSt-2024-06-19-7-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

MUTTER ST & W WESTMORELAND ST, PennDOT Location
ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Westmoreland Street and Mutter Street	Ramp 07

***Facility Type**

- ☑ Curb Ramp
- ☐ Sidewalk
- ☐ Ped. Push Button
- ☐ Ped. Signal
- ☐ Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- ☐ Limited Right-of-Way
- ☐ Existing Utilities
- ☐ Structures, Buildings, Vaults
- ☐ Historic Areas
- ☐ Environmental Areas
- ☐ Grade Separations
- ☐ Existing curbline slope > 2.00%
- ☑ Other 1 — Ramp slope > 8.33%
- ☑ Other 2 — Landing slope > 2.00%
- ☐ Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Anton Kuhner, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	1515 Market Street, Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
***Date Submitted:**	June 13, 2023

Project Information

Project Type

- ☐ Resurfacing Project
- ☐ Signal Project
- ☐ Widening Project
- ☐ Reconstruction
- ☐ New Construction (Tech Infeasible normally N/A)
- ☑ ADA Improvement Project
- ☐ Other

Pedestrian Traffic	◉ Yes	○ No
Pedestrian Trip Generators	○ Yes	◉ No
Safety Concerns	○ Yes	◉ No
R9-3A "No Peds" Signs	○ Yes	◉ No
Existing Crosswalk	◉ Yes	○ No
Existing Sidewalk	◉ Yes	○ No
Existing Push Buttons	○ Yes	◉ No
ADT		

Location Identification

Northbound

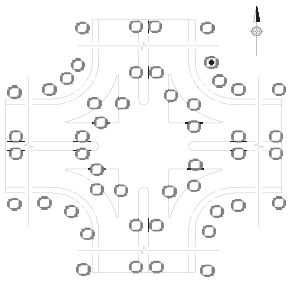
Mutter Street — **SR North - Segment*

**SR South - Segment*

Westmoreland Street — **SR East - Segment*

Westmoreland Street — **SR West - Segment*

07 — Location #



Investigated design alternatives	Why alternative was not selected
1.) Extend ramp	Conflict with Building
2.) Locate Type 1 curb further north	Conflict with city inlet.
3.) Build up in front of ramp	Would reverse flow away from the curb line.

Alternative selected and description of what requirement is not met

A Type 1 curb ramp has been designed at this location. Maximum ramp slope of 8.33% and landscape slope of 2.00% are not met, and therefore the ramp has been designed with a maximum cross slope of 11.00% and flare slope of 3.50%.

ADA Review Committee Recommendation

☑ Approved
○ Denied

1/30/2024 — ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved
○ Denied

Sunil Gill 01/30/2024 — District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Mutter Street--Westmoreland Street-Westmoreland Street-7-45090*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Westmoreland Street and Mutter Street	Ramp 07

Investigated Design Alternative #1

It is technically infeasible to meet this requirement because of the close proximity of an existing building structure on this corner. In order to negate impacts to the adjacent building's access as well as provide reasonable grades within the transition areas it is necessary to construct the ramp with a slope of 11.00% and landing slope of 3.50% because of existing building at corner.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the north; however shifting the curb ramp further to the north would conflict with existing inlet. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to build up further in front of the ramp to reduce the slope; however building up further would reverse the exisitng flow away from the curb line. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate a Type 1 curb ramp has a slope of 8.33% and landing slope of 2.00%. It is technically infeasible to meet this requirement at this location due to the existing building structure on this corner. The ramp has been designed with a maximum slope of 11.00% and flare slope of 3.50%. This design provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Mutter Street--Westmoreland Street-Westmoreland S*

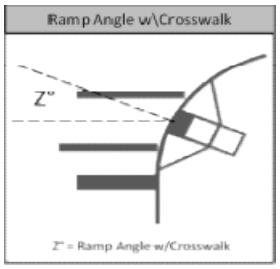
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

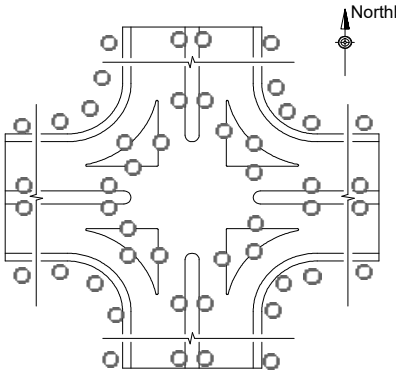
pennsylvania
DEPARTMENT OF TRANSPORTATION

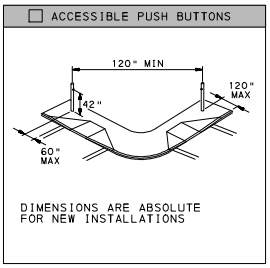
N 2ND ST & W WESTMORELAND ST, PennDOT
Location ID # 7

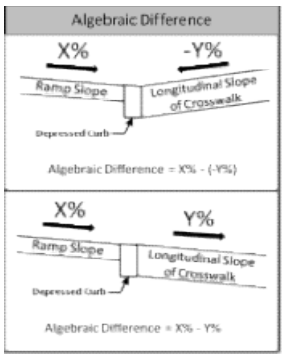
*Date of Design (yyyy mm dd)	2024	06	20		
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.				
Designer 2	Alex Long Bowman Consulting Group Ltd.				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	4.60	%	0.90	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		5	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	13.3		
Intersection Ramp # of #	1	4			
*Ramp Location (Use Figure Below)	07				
*Curb Ramp Type	Type 1				

*North Leg	N 2ND	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	W WESTMORELAND	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	N 2ND	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	W WESTMORELAND	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







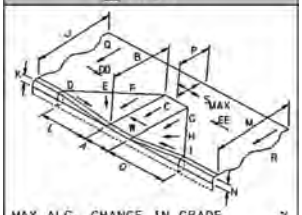


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-N2NDSt-WWESTMORELANDSt-N2NDSt-WWESTMORELANDSt-2024-06-20-7-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)		

pennsylvania
DEPARTMENT OF TRANSPORTATION

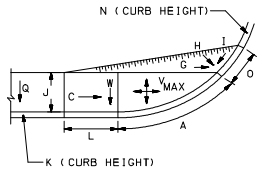
N 2ND ST & W WESTMORELAND ST, PennDOT
Location ID # 7

☐ TYPE 1



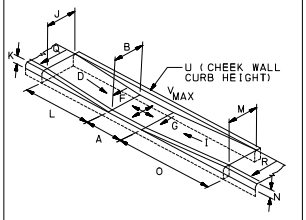
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



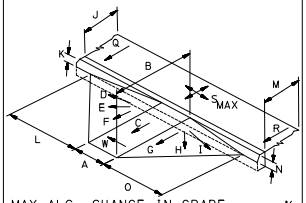
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



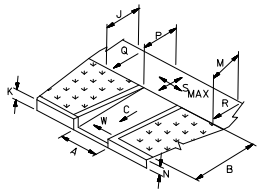
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



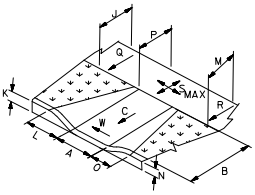
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



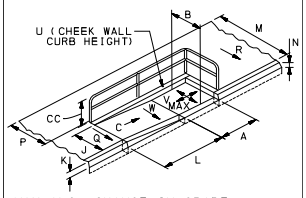
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



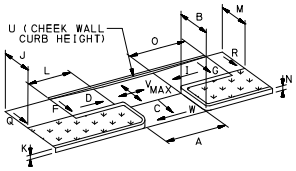
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



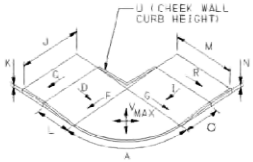
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



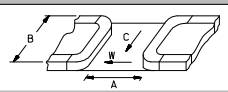
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

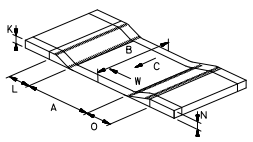
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	90	(IN)
*	B	51	(IN)
*	C	9.00	(%)
*	D	8.80	(%)
	E	10.70	(%)
*	F	9.00	(%)
*	G	8.70	(%)
	H	8.10	(%)
*	I	4.80	(%)
*	J	48	(IN)
	K	6	(IN)
	L	60	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	40	(IN)
*	P	48	(IN)
*	Q	6.30	(%)
*	R	6.50	(%)
*	S	3.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.70	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	141	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	6.90	(%)
*	EE	0.20	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

C-06-101-60000-N2NDSt-WWESTMORELANDSt-N2NDSt-WWESTMORELANDSt-2024-06-20-7-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

N 2ND ST & W WESTMORELAND ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Westmoreland Street and 2nd Street	Ramp 07

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [x] Other 1 — Ramp slope exceeds 8.33%
- [x] Other 2 — Landing slope exceeds 2.00%
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Anton Kuhner, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	1515 Market Street, Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
***Date Submitted:**	June 13, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	● Yes	○ No
Pedestrian Trip Generators	○ Yes	● No
Safety Concerns	○ Yes	● No
R9-3A "No Peds" Signs	○ Yes	● No
Existing Crosswalk	● Yes	○ No
Existing Sidewalk	● Yes	○ No
Existing Push Buttons	○ Yes	● No
ADT		

Location Identification

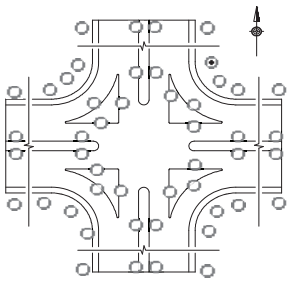
2nd Street — **SR North - Segment*

2nd Street — **SR South - Segment*

Westmoreland Street — **SR East - Segment*

Westmoreland Street — **SR West - Segment*

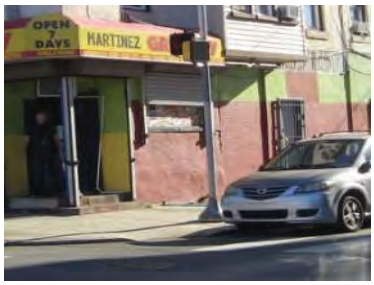
07 — Location #

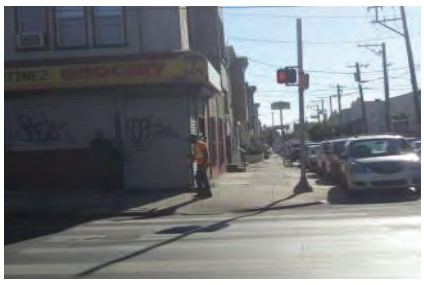


Investigated design alternatives	Why alternative was not selected
1.) Extend ramp	Conflict with Steps
2.) Locate Type 1 curb further north	Conflict with Steps
3.) Build up further in front of ramp	City requires constant slope within pavement adjustment

Alternative selected and description of what requirement is not met

A Type 1 curb ramp has been designed at this location. A maximum ramp longitudinal slope of 8.33% and landing slope of 2.00% is not met due to the existing steps behind the rmap. The ramp has been designed with a maximum ramp longitudinal slope of 9.50% and landing slope of 5.50%.





ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

1/30/2024 — ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

Sunil Gill 01/30/2024 — District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-2nd Street-2nd Street-Westmoreland Street-Westmoreland Street-7-4*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Westmoreland Street and 2nd Street	Ramp 07

Investigated Design Alternative #1

It is technically infeasible to meet this requirement because of the close proximity of an existing building structure on this corner. In order to negate impacts to the adjacent building's access as well as provide reasonable grades within the transition areas it is necessary to construct the ramp with a ramp slope of 9.50% and a landing slope of 5.50%

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the north; however shifting the curb ramp further to the north would still require a TIF for the ramp slope due to the existing building structure on this corner remaining effectively at a similar distance from the cur line. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to build up further in front of the ramp; however the City requires a constant slope within the pavement adjustment. Building up further in front of the ramp would remove this condition. As a result of this consideration, this alternative was eliminated.

Summary

City of Philadelphia requirements dictate a Type 1 curb ramp has a ramp slope of 8.33% and a landing slope of 2.00%. It is technically infeasible to meet this requirement at this location due to the existing building structure on this corner. The ramp has been designed with a maximum ramp slope of 9.50% and a landing slope of 5.50%. This design provides acccess to the maximum extent feasible.

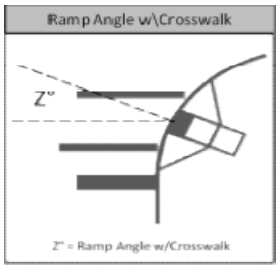
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-2nd Street-2nd Street-Westmoreland Street-Westmor*

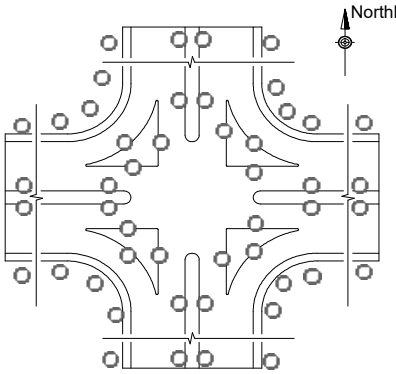
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

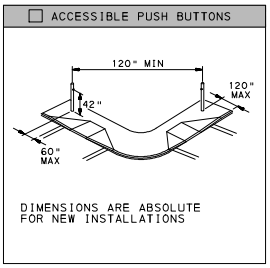
pennsylvania
DEPARTMENT OF TRANSPORTATION

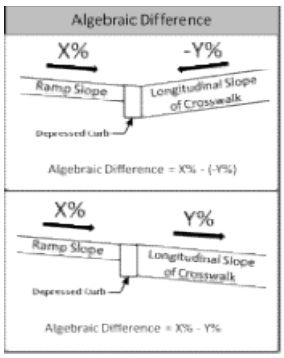
N 2ND ST & W WESTMORELAND ST, PennDOT
Location ID # 12

*Date of Design (yyyy mm dd)	2024	06	20		
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.				
Designer 2	Alex Long Bowman Consulting Group Ltd.				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	4.70	%	1.40	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	6.2		
Intersection Ramp # of #	3	4			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				
*North Leg	N 2ND	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	W WESTMORELAND	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	N 2ND	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	W WESTMORELAND	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-N2NDSt-WWESTMORELANDSt-N2NDSt-WWESTMORELANDSt-2024-06-20-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)		

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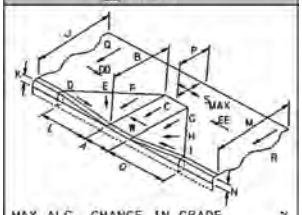
DEPARTMENT OF TRANSPORTATION

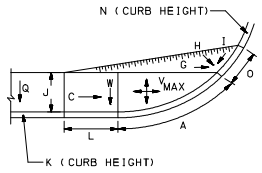
N 2ND ST & W WESTMORELAND ST, PennDOT
Location ID # 12

☐ TYPE 1



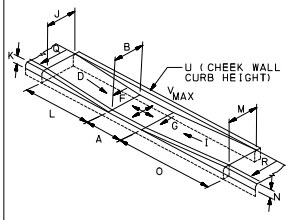
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



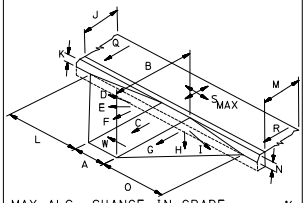
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



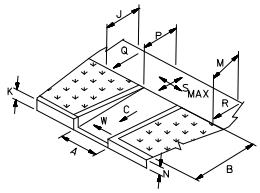
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



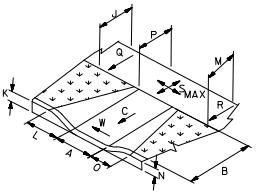
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



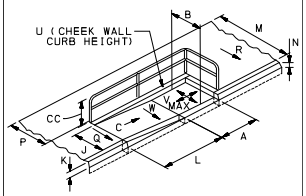
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



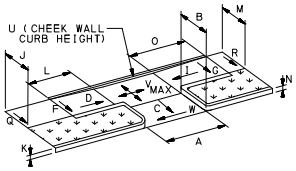
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



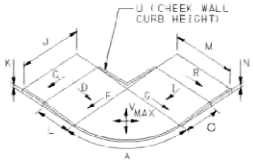
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



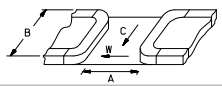
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

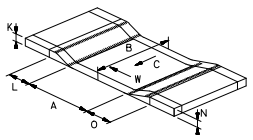
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	69	(IN)
*	C	1.50	(%)
*	D	7.50	(%)
	E	5.80	(%)
*	F	2.00	(%)
*	G	2.70	(%)
	H	4.50	(%)
*	I	4.80	(%)
*	J	133	(IN)
	K	3	(IN)
	L	46	(IN)
*	M	149	(IN)
	N	3	(IN)
	O	36	(IN)
*	P	48	(IN)
*	Q	2.10	(%)
*	R	5.60	(%)
*	S	3.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	134	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.80	(%)
*	EE	6.20	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments

C-06-101-60000-N2NDSt-WWESTMORELANDSt-N2NDSt-WWESTMORELANDSt-2024-06-20-12-Type1

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N 2ND ST & W WESTMORELAND ST, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Westmoreland Street and 2nd Street	Ramp 12

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Anton Kuhner, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	1515 Market Street, Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
***Date Submitted:**	June 13, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	● Yes	○ No
Pedestrian Trip Generators	○ Yes	● No
Safety Concerns	○ Yes	● No
R9-3A "No Peds" Signs	○ Yes	● No
Existing Crosswalk	● Yes	○ No
Existing Sidewalk	● Yes	○ No
Existing Push Buttons	○ Yes	● No

ADT

Location Identification

Northbound

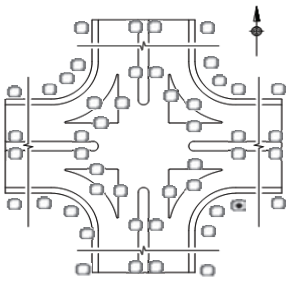
2nd Street
**SR North - Segment*

2nd Street
**SR South - Segment*

Westmoreland Street
**SR East - Segment*

Westmoreland Street
**SR West - Segment*

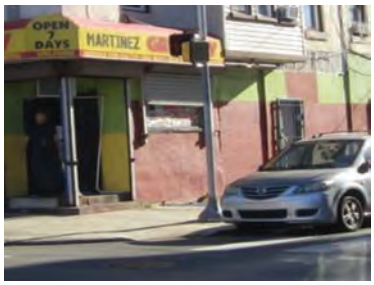
12
Location #

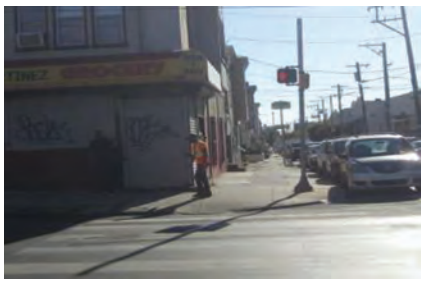


Investigated design alternatives	Why alternative was not selected
1.) Extend ramp	Conflict with adjacent ramp
2.) Locate Type 1 curb further east	Conflict with signal pole
3.) Reduced build up in front of ramp	City requires constant slope within pavement adjustment

Alternative selected and description of what requirement is not met

A Type 1 curb ramp has been designed at this location. A maximum ramp cross slope of 2.00%, a maximum traingular landing area of 2.00%, and a landing slope of 2.00% is not met due to the adjacent ramp 14. The ramp has been designed with a maximum ramp cross slope of 3.27%, a triangular landing area of 4.00% and landing slope of 3.65%.





ADA Review Committee Recommendation

☑ Approved
○ Denied

1/30/2024
ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved
○ Denied

Sunil Gill 01/30/2024
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-2nd Street-2nd Street-Westmoreland Street-Westmoreland Street-12*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Westmoreland Street and 2nd Street	Ramp 12

Investigated Design Alternative #1

It is technically infeasible to meet this requirement because of the close proximity of ramp. In order to negate impacts to the adjacent ramp access as well as provide reasonable grades within the transition areas it is necessary to construct the ramp with a cross slope of 3.27% and a landing slope of 3.65%

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the east; however shifting the curb ramp further to the east would conflict with an existing signal pole. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to build up further in front of the ramp; however the City requires a constant slope within the pavement adjustment. Reducing build up in front of the ramp would remove this condition. As a result of this consideration, this alternative was eliminated.

Summary

City of Philadelphia requirements dictate a Type 1 curb ramp has a ramp cross slope of 2.00% and a landing slope of 2.00%. It is technically infeasible to meet this requirement at this location due to the existing building structure on this corner. The ramp has been designed with a maximum ramp cross slope of 3.27% and a landing slope of 3.65%. This design provides acccess to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-2nd Street-2nd Street-Westmoreland Street-Westmor*

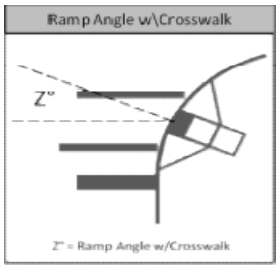
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

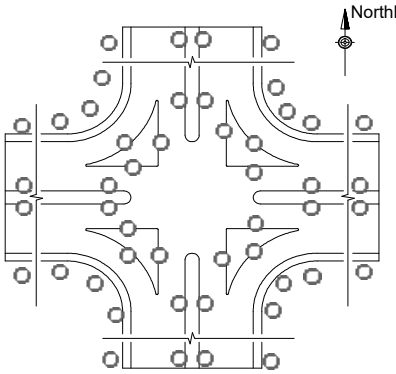
pennsylvania
DEPARTMENT OF TRANSPORTATION

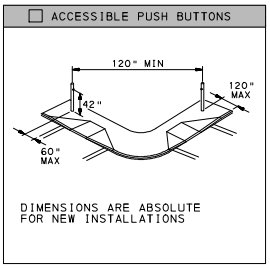
N 2ND ST & W WESTMORELAND ST, PennDOT
Location ID # 14

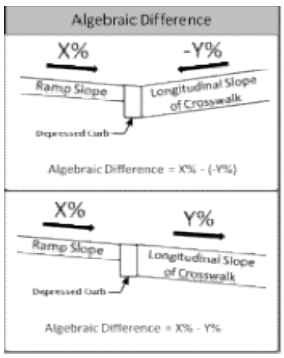
*Date of Design (yyyy mm dd)	2024	06	20		
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.				
Designer 2	Alex Long Bowman Consulting Group Ltd.				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	3.80	%	3.20	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	9.6		
Intersection Ramp # of #	4	4			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				

*North Leg	N 2ND	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	W WESTMORELAND	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	N 2ND	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	W WESTMORELAND	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-N2NDSt-WWESTMORELANDSt-N2NDSt-WWESTMORELANDSt-2024-06-20-14-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)		

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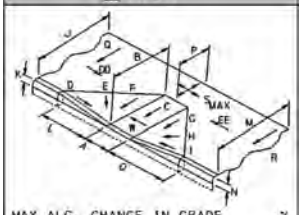
DEPARTMENT OF TRANSPORTATION

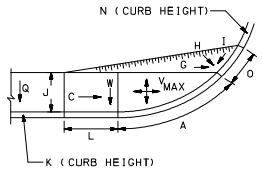
N 2ND ST & W WESTMORELAND ST, PennDOT
Location ID # 14

☐ TYPE 1



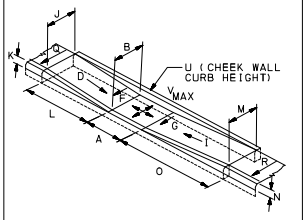
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



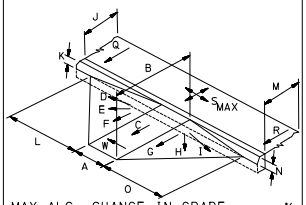
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



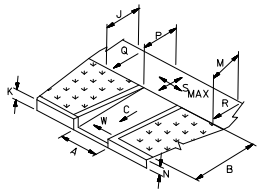
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



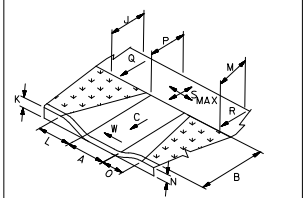
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



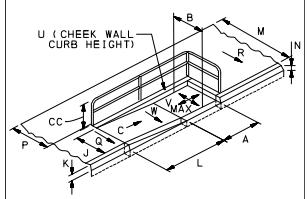
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



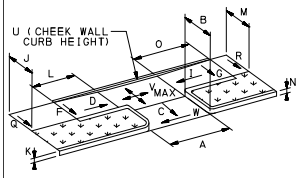
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



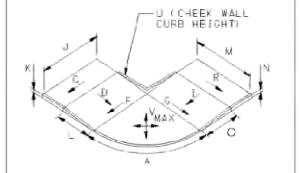
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



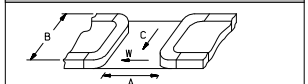
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

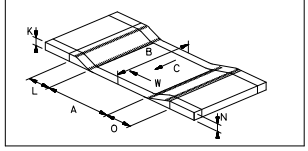
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	56	(IN)	
*	C	5.80	(%)	
*	D	999	(%)	utility pole
	E	999	(%)	utility pole
*	F	999	(%)	utility pole
*	G	999	(%)	rolled flare
	H	999	(%)	rolled flare
*	I	999	(%)	rolled flare
*	J	133	(IN)	
	K	3	(IN)	
	L	37	(IN)	
*	M	149	(IN)	
	N	2	(IN)	
	O	20	(IN)	
*	P	48	(IN)	
*	Q	2.10	(%)	
*	R	5.60	(%)	
*	S	3.60	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.80	(%)	
*	EE	0.20	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-N2NDSt-WWESTMORELANDSt-N2NDSt-WWESTMORELANDSt-2024-06-20-14-Type1

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N 2ND ST & W WESTMORELAND ST, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Westmoreland Street and 2nd Street	Ramp 14

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Existing curbline slope > 2.00%
- [x] Other 1 — Landing slope > 2.00%
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Anton Kuhner, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	1515 Market Street, Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
***Date Submitted:**	June 13, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	● Yes	○ No
Pedestrian Trip Generators	○ Yes	● No
Safety Concerns	○ Yes	● No
R9-3A "No Peds" Signs	○ Yes	● No
Existing Crosswalk	● Yes	○ No
Existing Sidewalk	● Yes	○ No
City of Philadelphia requirements	○ Yes	● No

a Type 1 curb ramp

ADT

Location Identification

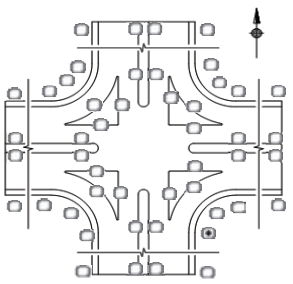
2nd Street — **SR North - Segment*

2nd Street — **SR South - Segment*

Westmoreland Street — **SR East - Segment*

Westmoreland Street — **SR West - Segment*

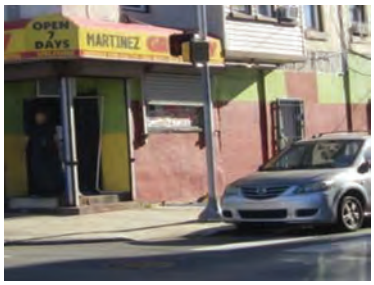
14 — Location #

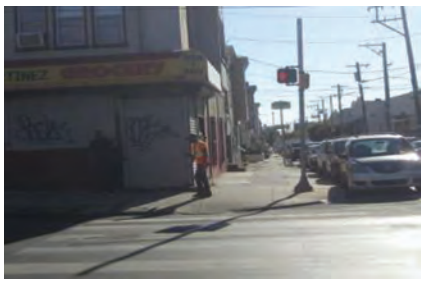


Investigated design alternatives	Why alternative was not selected
1.) Extend ramp	Conflict with adjacent ramp
2.) Locate Type 1 curb further east	Conflict with signal pole
3.) Locate Type 1 curb further south	Conflict with new traffic signal mast

Alternative selected and description of what requirement is not met

A Type 1 curb ramp has been designed at this location. A maximum ramp cross slope of 2.00%, a maximum triangular area of 2.00%, and landing slope of 2.00% is not met due to the adjacent ramp 12. The ramp has been designed with a maximum ramp cross slope of 3.27%, a triangular landing area of 4.00%, and landing slope of 3.65%.





ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

1/30/2024 — ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

Sunil Gill 01/30/2024 — District ADE of Design - Date

TIF #: TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-2nd Street-2nd Street-Westmoreland Street-Westmoreland Street-14

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Westmoreland Street and 2nd Street	Ramp 14

Investigated Design Alternative #1

It is technically infeasible to meet this requirement because of the close proximity of ramp. In order to negate impacts to the adjacent ramp access as well as provide reasonable grades within the transition areas it is necessary to construct the ramp with a cross slope of 3.27%, and landing slope of 3.65%.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the east; however shifting the curb ramp further to the east would conflict with an existing signal pole. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to locate the proposed type 1 ramp further to the south; however shifting the curb ramp further to the south would conflict with an existing signal mast. As a result of this consideration this alternative was eliminated

Summary

City of Philadelphia requirements dictate a Type 1 curb ramp has a ramp cross slope of 2.00%, a triangular landing area of 2.00%and a landing slope of 2.00%. It is technically infeasible to meet this requirement at this location due to the existing building structure on this corner. The ramp has been designed with a maximum ramp cross slope of 3.27%, a triangular landing area of 4.00%, and landing slope of 3.65%. This design provides access to the maximum extent feasible.

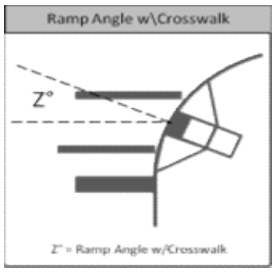
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-2nd Street-2nd Street-Westmoreland Street-Westmor*

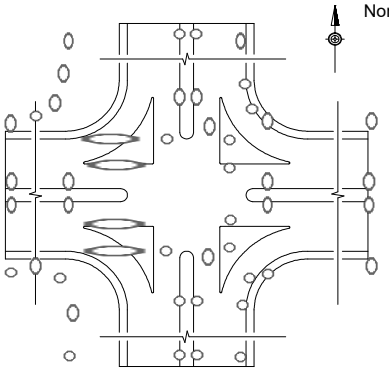
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

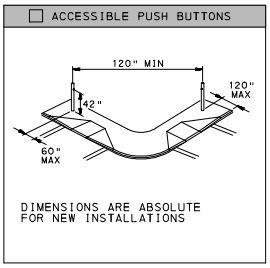
pennsylvania DEPARTMENT OF TRANSPORTATION

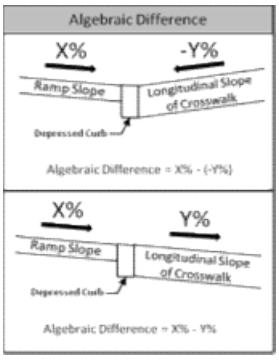
N 3RD ST & W WESTMORELAND ST, PennDOT
Location ID # 12

*Date of Design (yyyy mm dd)	2024	02	15			
Designer 1	Nathan Bieber McMahon a Bowman Company					
Designer 2	Alex Long McMahon a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.30	%	1.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	3.8			
Intersection Ramp # of #	1	2				
*Ramp Location (Use Figure Below)		12				
*Curb Ramp Type	Type 1					
*North Leg	N 3RD	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	W WESTMORELAND	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	N 3RD	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	W WESTMORELAND	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







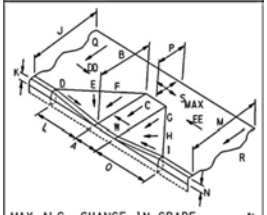


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-N3RDSt-WWESTMORELANDSt-N3RDSt-WWESTMORELANDSt-2024-02-15-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

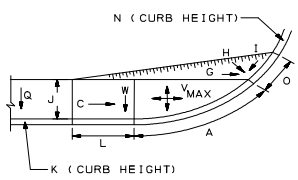
N 3RD ST & W WESTMORELAND ST, PennDOT
Location ID # 12

☐ TYPE 1



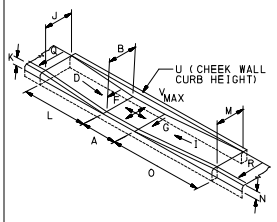
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



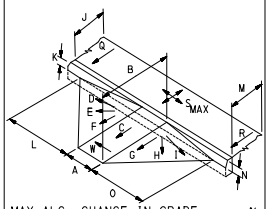
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



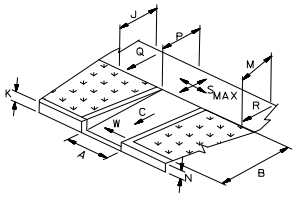
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



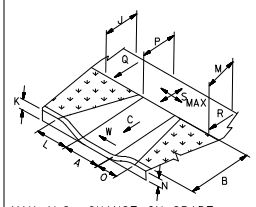
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



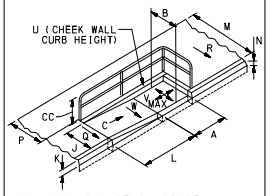
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



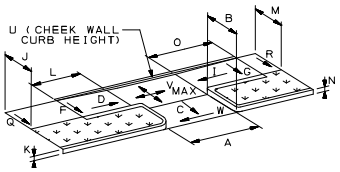
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



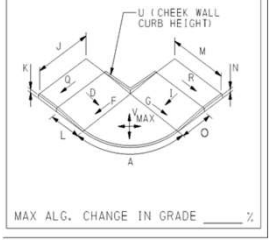
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



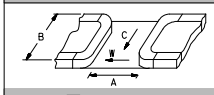
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

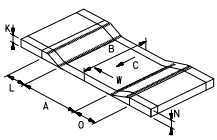
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	57	(IN)
*	C	3.50	(%)
*	D	5.00	(%)
	E	4.70	(%)
*	F	2.60	(%)
*	G	4.00	(%)
	H	4.70	(%)
*	I	5.60	(%)
*	J	113	(IN)
	K	4	(IN)
	L	32	(IN)
*	M	141	(IN)
	N	2	(IN)
	O	28	(IN)
*	P	48	(IN)
*	Q	1.90	(%)
*	R	0.60	(%)
*	S	0.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	60	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.80	(%)
*	EE	3.00	(%)

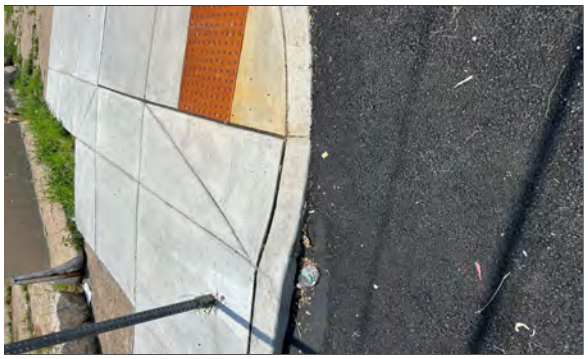
DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments

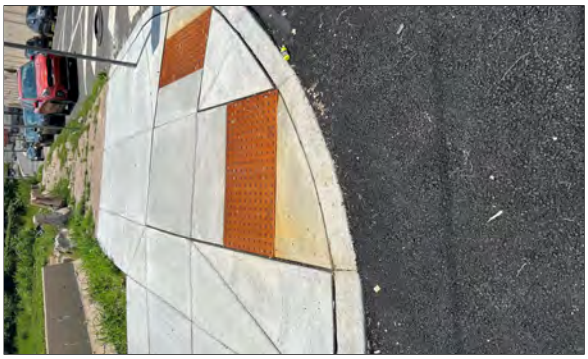
C-06-101-60000-N3RDSt-WWESTMORELANDSt-N3RDSt-WWESTMORELANDSt-2024-02-15-12-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

N 3RD ST & W WESTMORELAND ST, PennDOT Location ID # 12



Insert Picture 1



Insert Picture 4

Insert Picture 2

Insert Picture 5

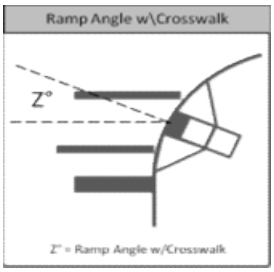
Insert Picture 3

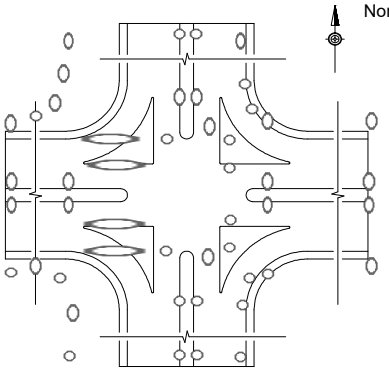
Insert Picture 6

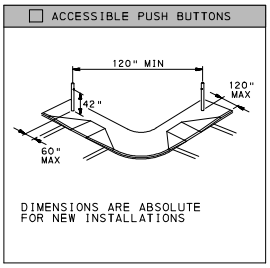
pennsylvania DEPARTMENT OF TRANSPORTATION

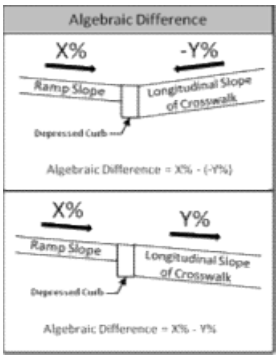
N 3RD ST & W WESTMORELAND ST, PennDOT
Location ID # 14

*Date of Design (yyyy mm dd)	2024	02	15			
Designer 1	Nathan Bieber McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.60	%	2.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	6.7			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					
*North Leg	N 3RD	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	W WESTMORELAND	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	N 3RD	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	W WESTMORELAND	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







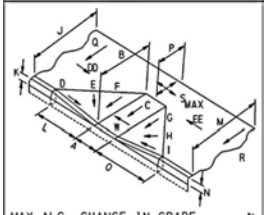


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N3RDSt-WWESTMORELANDSt-N3RDSt-WWESTMORELANDSt-2024-02-15-14-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

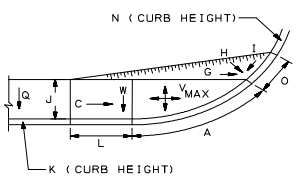
N 3RD ST & W WESTMORELAND ST, PennDOT
Location ID # 14

☐ TYPE 1



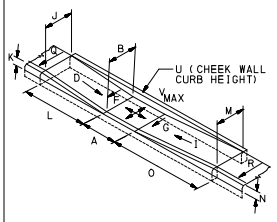
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



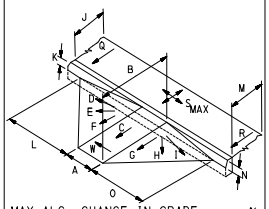
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



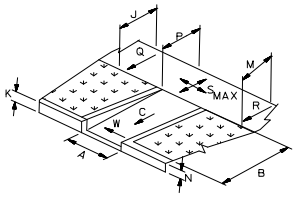
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



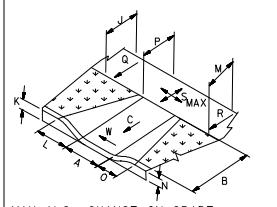
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



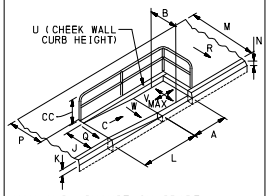
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



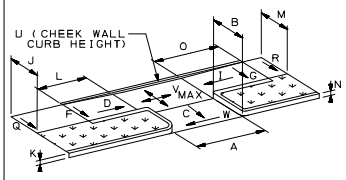
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



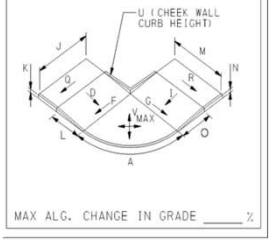
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



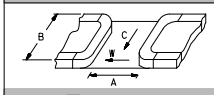
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

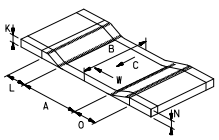
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	52	(IN)
*	C	3.50	(%)
*	D	4.90	(%)
	E	4.60	(%)
*	F	4.10	(%)
*	G	2.60	(%)
	H	2.20	(%)
*	I	4.60	(%)
*	J	113	(IN)
	K	2	(IN)
	L	29	(IN)
*	M	141	(IN)
	N	5	(IN)
	O	33	(IN)
*	P	48	(IN)
*	Q	1.90	(%)
*	R	0.60	(%)
*	S	0.40	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	126	(IN)
*	Z		(IN)
*	ZZ	60	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.80	(%)
*	EE	3.00	(%)

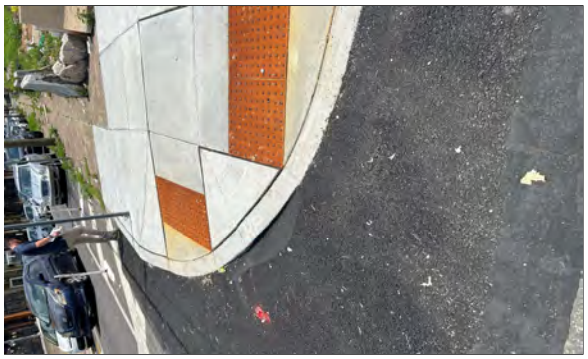
DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments

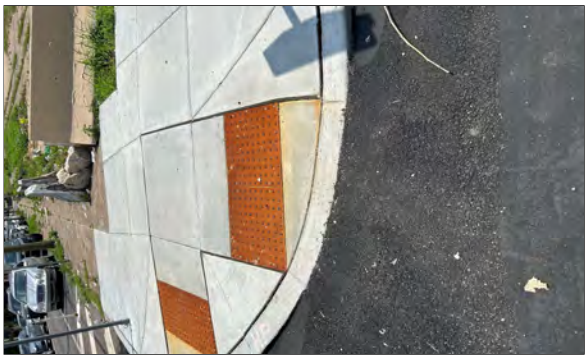
C-06-101-60000-N3RDSt-WWESTMORELANDSt-N3RDSt-WWESTMORELANDSt-2024-02-15-14-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

N 3RD ST & W WESTMORELAND ST, PennDOT Location ID # 14

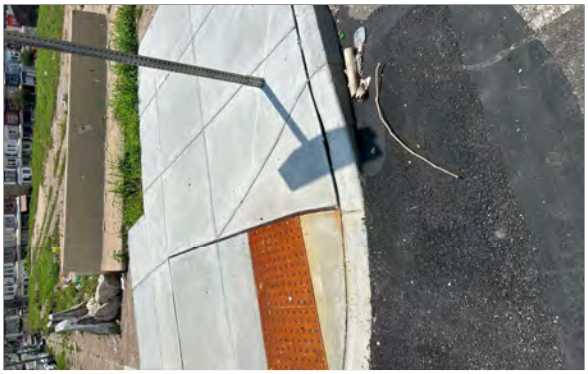


Insert Picture 1



Insert Picture 4

Insert Picture 2



Insert Picture 5

Insert Picture 3

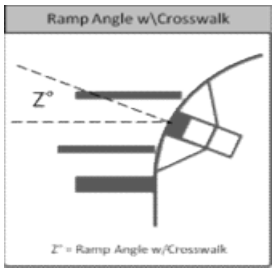
Insert Picture 6

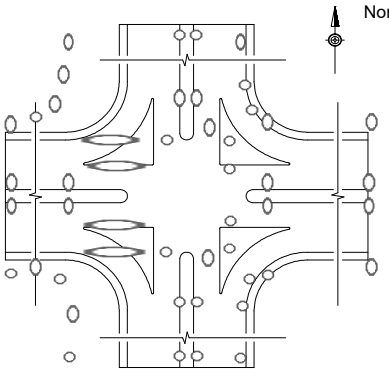
pennsylvania DEPARTMENT OF TRANSPORTATION

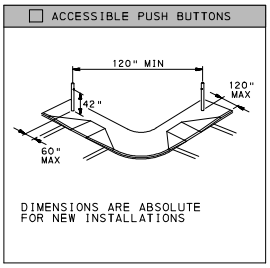
N 8TH ST & W ERIE AVE, PennDOT Location ID # 4

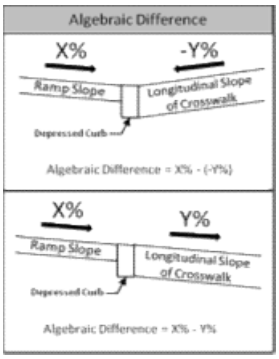
*Date of Design (yyyy mm dd)	2024	02	15			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.10	%	0.60	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.4			
Intersection Ramp # of #	1	3				
*Ramp Location (Use Figure Below)	04					
*Curb Ramp Type	Type 1					

*North Leg	N 8TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	W ERIE	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	N 8TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	W ERIE	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		







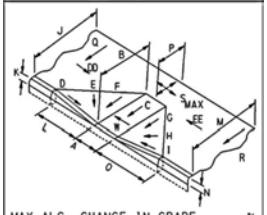


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-N8THSt-WERIEAve-N8THSt-WERIEAve-2024-02-15-4-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

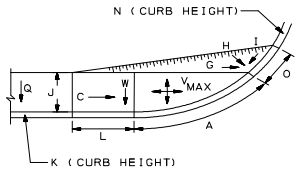
N 8TH ST & W ERIE AVE, PennDOT Location ID # 4

☐ TYPE 1



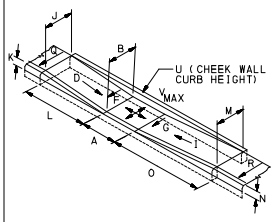
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



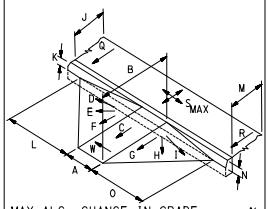
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



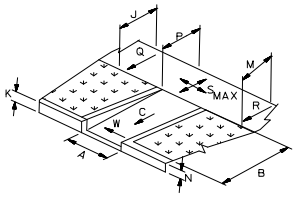
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



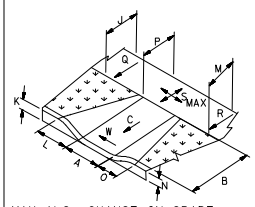
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



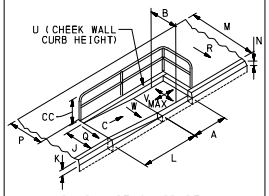
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



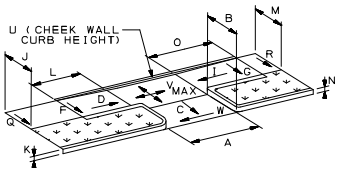
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



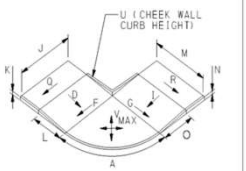
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



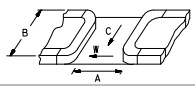
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

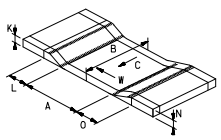
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	66	(IN)	
*	C	6.30	(%)	
*	D	4.90	(%)	
	E	4.60	(%)	
*	F	4.60	(%)	
*	G	4.40	(%)	
	H	7.60	(%)	
*	I	6.70	(%)	
*	J	205	(IN)	
	K	3	(IN)	
	L	49	(IN)	
*	M	114	(IN)	
	N	4	(IN)	
	O	58	(IN)	
*	P	48	(IN)	
*	Q	3.10	(%)	
*	R	1.90	(%)	
*	S	1.20	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	linestriping
*	Z		(IN)	
*	ZZ	62	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.30	(%)	
*	EE	0.50	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

N 8TH ST & W ERIE AVE, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

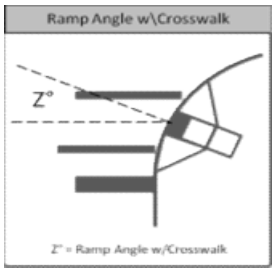
Insert Picture 6

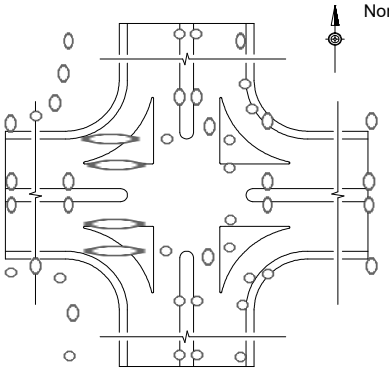
pennsylvania DEPARTMENT OF TRANSPORTATION

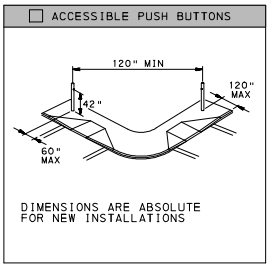
N 8TH ST & W ERIE AVE, PennDOT Location ID # 14

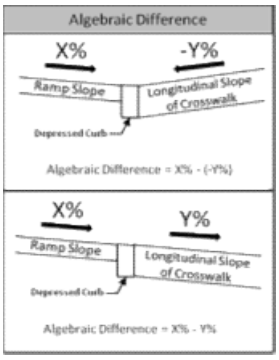
*Date of Design (yyyy mm dd)	2024	02	15			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	0.50	%	0.80	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.1			
Intersection Ramp # of #	3	3				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					

*North Leg	N 8TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	W ERIE	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	N 8TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	W ERIE	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		







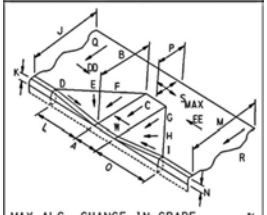


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N8THSt-WERIEAve-N8THSt-WERIEAve-2024-02-15-14-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

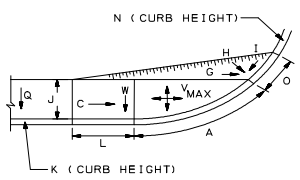
N 8TH ST & W ERIE AVE, PennDOT Location ID # 14

☐ TYPE 1



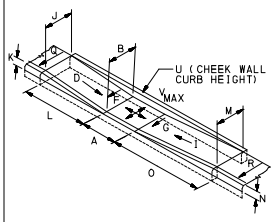
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



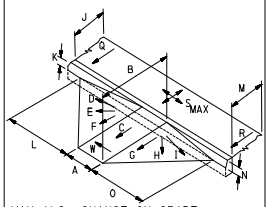
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



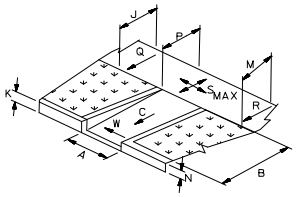
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



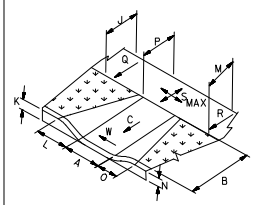
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



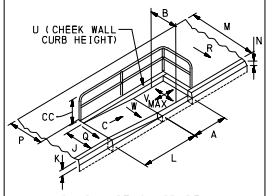
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



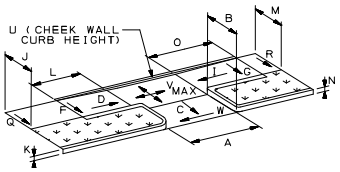
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



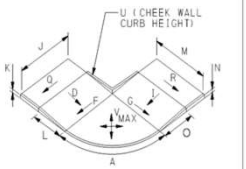
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



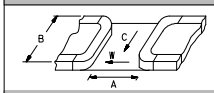
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

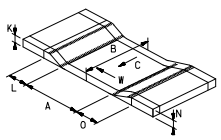
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	45	(IN)	
*	C	7.60	(%)	
*	D	8.40	(%)	
	E	11.10	(%)	
*	F	8.30	(%)	
*	G	7.00	(%)	
	H	8.60	(%)	
*	I	6.20	(%)	
*	J	128	(IN)	
	K	4	(IN)	
	L	62	(IN)	
*	M	94	(IN)	
	N	3	(IN)	
	O	51	(IN)	
*	P	48	(IN)	
*	Q	0.40	(%)	
*	R	3.40	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	114	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.50	(%)	
*	EE	2.10	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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DEPARTMENT OF TRANSPORTATION

N 8TH ST & W ERIE AVE, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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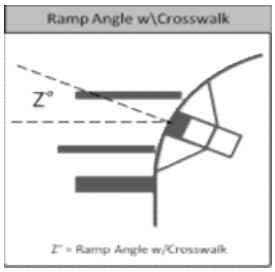
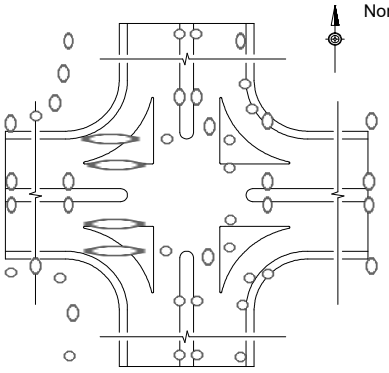
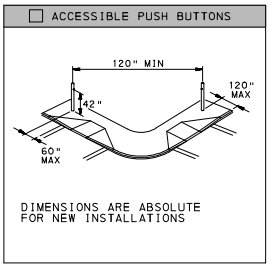
N 8TH ST & W ERIE AVE, PennDOT Location ID # 17

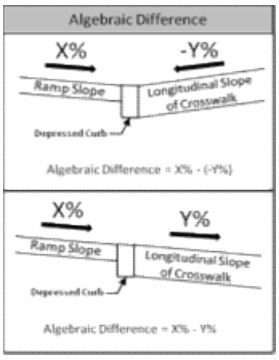
*Date of Design (yyyy mm dd)	2024	02	15			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	5.10	%	0.90	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	11.7			
Intersection Ramp # of #	2	3				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 1					

*North Leg	N 8TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	W ERIE	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	N 8TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	W ERIE	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







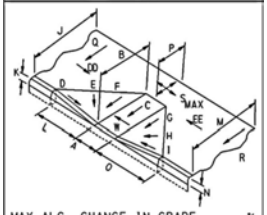


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N8THSt-WERIEAve-N8THSt-WERIESt-2024-02-15-17-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

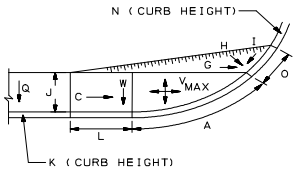
N 8TH ST & W ERIE AVE, PennDOT Location ID # 17

☐ TYPE 1



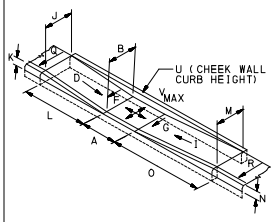
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



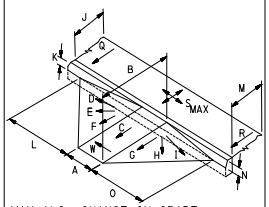
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



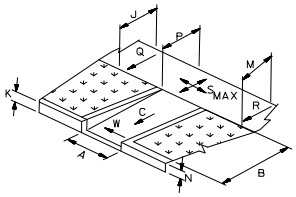
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



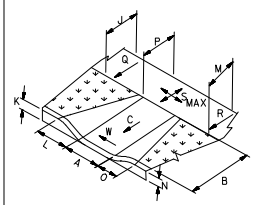
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



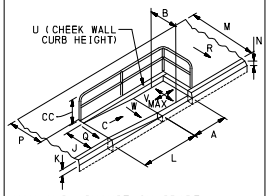
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



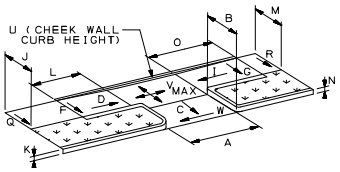
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



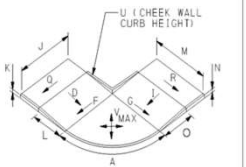
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



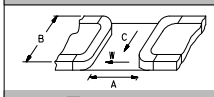
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

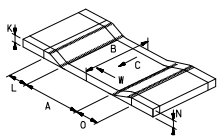
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	45	(IN)	
*	C	7.70	(%)	
*	D	6.80	(%)	
	E	8.80	(%)	
*	F	8.20	(%)	
*	G	7.00	(%)	
	H	9.90	(%)	
*	I	9.80	(%)	
*	J	96	(IN)	
	K	2	(IN)	
	L	39	(IN)	
*	M	205	(IN)	
	N	3	(IN)	
	O	46	(IN)	
*	P	48	(IN)	
*	Q	0.20	(%)	
*	R	2.00	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	114	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no adjacent stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.10	(%)	
*	EE	2.80	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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DEPARTMENT OF TRANSPORTATION

N 8TH ST & W ERIE AVE, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

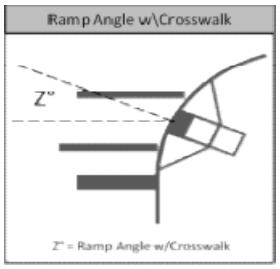
Insert Picture 3

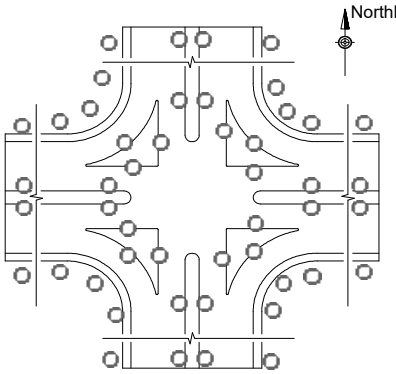
Insert Picture 6

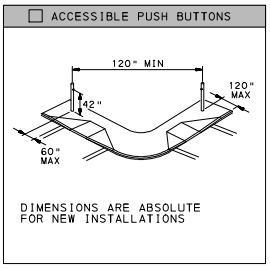
pennsylvania
DEPARTMENT OF TRANSPORTATION

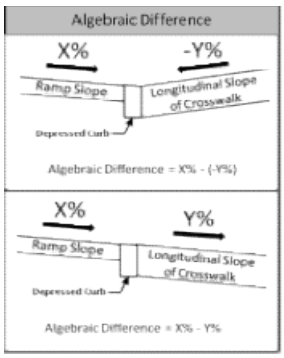
N 9TH ST & RISING SUN AVE, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2024	06	25			
Designer 1	Robert Greenhill Bowman					
Designer 2	Alex Long Bowman					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.80	%	3.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	10.5			
Intersection Ramp # of #	2	8				
*Ramp Location (Use Figure Below)		04				
*Curb Ramp Type	Type 1					
*North Leg	N 9TH	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	RISING SUN	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	N 9TH	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	RISING SUN	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







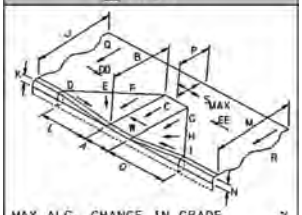


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-N9THSt-RISINGSUNAve-N9THSt-RISINGSUNAve-2024-06-25-4-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania
DEPARTMENT OF TRANSPORTATION

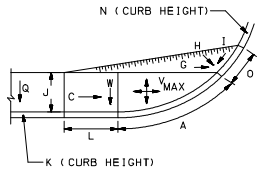
N 9TH ST & RISING SUN AVE, PennDOT Location ID # 4

☐ TYPE 1



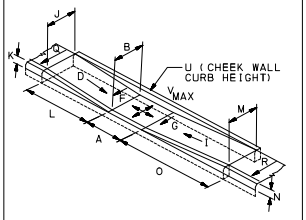
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



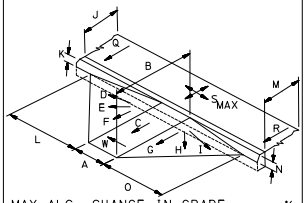
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



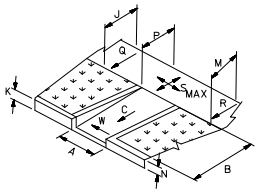
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



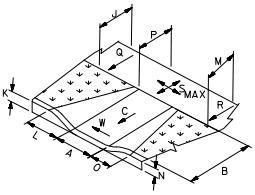
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



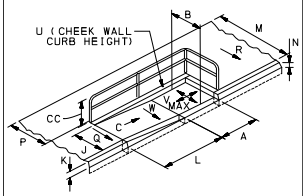
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



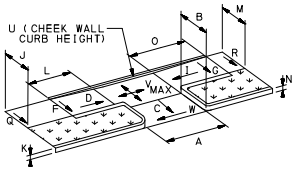
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



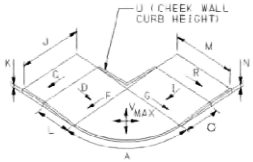
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



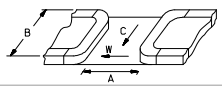
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

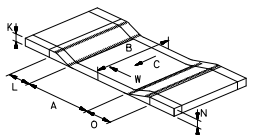
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	6.70	(%)
*	D	6.90	(%)
	E	7.10	(%)
*	F	6.80	(%)
*	G	6.60	(%)
	H	9.30	(%)
*	I	9.40	(%)
*	J	48	(IN)
	K	3	(IN)
	L	36	(IN)
*	M	48	(IN)
	N	4	(IN)
	O	60	(IN)
*	P	48	(IN)
*	Q	4.60	(%)
*	R	3.30	(%)
*	S	1.40	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	3.50	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	5.00	(%)
*	EE	0.10	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

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DEPARTMENT OF TRANSPORTATION

N 9TH ST & RISING SUN AVE, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Rising Sun Avenue and N. 9th Street	Ramp 04

***Facility Type**

- ☑ Curb Ramp
- ☐ Sidewalk
- ☐ Ped. Push Button
- ☐ Ped. Signal
- ☐ Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan** ☐ Yes ☐ No
Suggested Repair
Approx. Repair Costs
Actual Repair Costs
Actual Repair
Date Repaired

Justification for Technically Infeasible

(check all that apply)

- ☐ Limited Right-of-Way
- ☐ Existing Utilities
- ☐ Structures, Buildings, Vaults
- ☐ Historic Areas
- ☐ Environmental Areas
- ☐ Grade Separations
- ☑ Existing curbline slope > 2.00%
- ☐ Other 1
- ☐ Other 2
- ☐ Other 3

General Information

***District:** 06
***County:** Philadelphia
***Twshp/Boro:** Philadelphia City
City Bid # 3897

Submitter Information

Submitted By: Anton Kuhner, P.E.
***Submitter Company:** McMahon, a Bowman company
Street Address 425 Commerce Drive, Suite 200
City State Zip Fort Washington, PA 19034
Telephone 215-283-9444
***Date Submitted:** May 4, 2023

Project Information

Project Type

- ☐ Resurfacing Project
- ☐ Signal Project
- ☐ Widening Project
- ☐ Reconstruction
- ☐ New Construction (Tech Infeasible normally N/A)
- ☑ ADA Improvement Project
- ☐ Other

Pedestrian Traffic	☐ Yes	☑ No
Pedestrian Trip Generators	☐ Yes	☑ No
Safety Concerns	☐ Yes	☑ No
R9-3A "No Peds" Signs	☐ Yes	☑ No
Existing Crosswalk	☐ Yes	☑ No
Existing Sidewalk	☐ Yes	☑ No
Existing Push Buttons	☐ Yes	☑ No
ADT		

Location Identification

Northbound

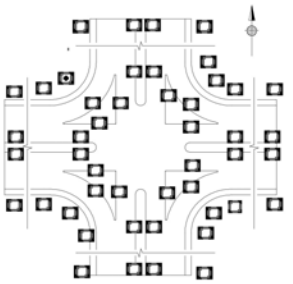
9th Street
**SR North - Segment*

9th Street
**SR South - Segment*

Rising Sun Avenue
**SR East - Segment*

Rising Sun Avenue
**SR West - Segment*

04
Location #



Investigated design alternatives	Why alternative was not selected
1) Locate Type 1 curb ramp further north	Curbline slopes consistently exceed 2.00%, Conflict with existing utilities
2) Locate Type 1 curb ramp further south	Curbline slopes consistently exceed 2.00%
3) Eliminate triangular landing area	Create an undesirable alignment with the opposing curb ramp

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: maximum ramp cross slope of 2.00%, and maximum ramp angle of 22 degrees, therefore the ramp has been designed with a maximum ramp cross slope of 3.85% and a maximum ramp angle of 24 degrees.

ADA Review Committee Recommendation

☑ Approved
☐ Denied

1/23/2024
ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved
☐ Denied

Sunil Gill 01/24/2024
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-9th Street-9th Street-Rising Sun Avenue-Rising Sun Avenue-4-450*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Rising Sun Avenue and N. 9th Street	Ramp 04

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 ramp further to the north; however shifting the curb ramp further to the north would still require a TIF due to the curbline slopes consistently exceeding 2.00% in this direction. Furthermore, moving the curb ramp further to the north would create a conflict with the existing fire hydrant on this corner. As a result of these considerations this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the south; however shifting the curb ramp further to the south would still require a TIF due to the curbline slopes consistently exceeding 2.00% in this direction. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to eliminate the triangular landing area; however eliminating the triangular landing area will create an undesirable alignment with the opposing ramp due to the skew of the crosswalk. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum ramp cross slope of 2.00% and a maximum ramp angle of 22 degrees with the crosswalk. It is technically infeasible to meet these requirements due to the constraints mentioned above. The ramp cross slope is designed at 3.85% and the ramp angle is designed at 24 degrees with respect to the crosswalk. This design provides access to the maximum extent feasible.

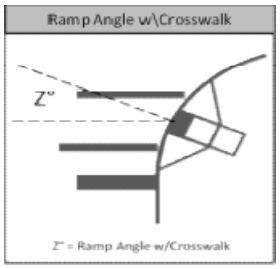
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-9th Street-9th Street-Rising Sun Avenue-Rising Sun A*

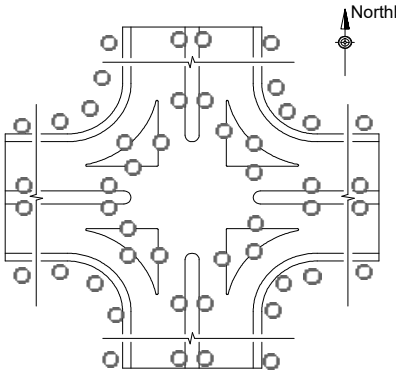
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

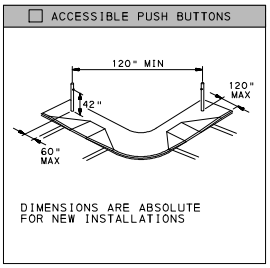
pennsylvania
DEPARTMENT OF TRANSPORTATION

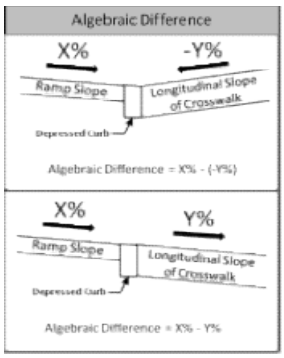
N 9TH ST & RISING SUN AVE, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2024	06	25		
Designer 1	Robert Greenhill Bowman				
Designer 2	Alex Long Bowman				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	2.70	%	2.80	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	8.6		
Intersection Ramp # of #	3	8			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				
*North Leg	N 9TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	RISING SUN	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	N 9TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	RISING SUN	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-N9THSt-RISINGSUNAve-N9THSt-RISINGSUNAve-2024-06-25-7-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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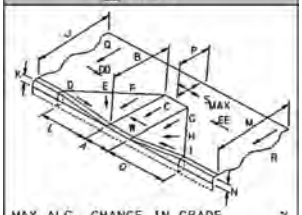
DEPARTMENT OF TRANSPORTATION

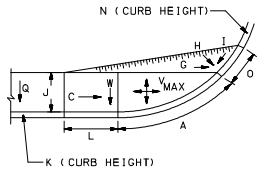
N 9TH ST & RISING SUN AVE, PennDOT Location
ID # 7

☐ TYPE 1



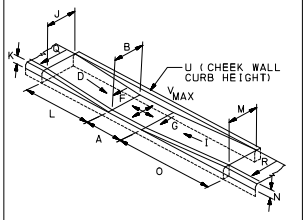
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



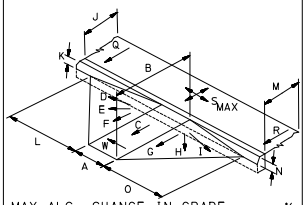
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



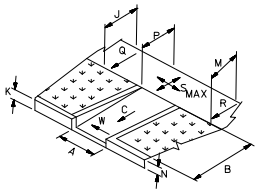
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



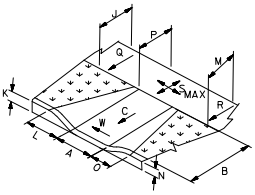
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



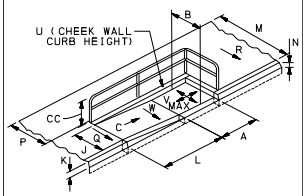
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



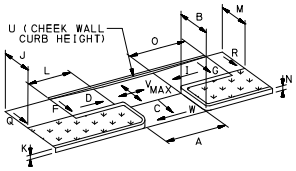
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



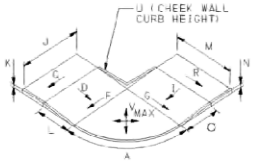
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



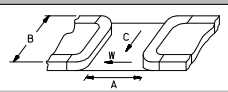
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

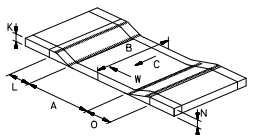
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	36	(IN)	
*	C	5.90	(%)	
*	D	999	(%)	signal
	E	999	(%)	signal
*	F	999	(%)	signal
*	G	7.80	(%)	
	H	8.60	(%)	
*	I	7.80	(%)	
*	J	48	(IN)	
	K	4	(IN)	
	L	52	(IN)	
*	M	48	(IN)	
	N	6	(IN)	
	O	32	(IN)	
*	P	48	(IN)	
*	Q	3.90	(%)	
*	R	0.20	(%)	
*	S	1.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	4.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	8.30	(%)	
*	EE	6.10	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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DEPARTMENT OF TRANSPORTATION

N 9TH ST & RISING SUN AVE, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Rising Sun Avenue and N. 9th Street	Ramp 07

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Anton Kuhner, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	425 Commerce Drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	January 19, 2024

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	◉ Yes	○ No
Pedestrian Trip Generators	◉ Yes	○ No
Safety Concerns	○ Yes	◉ No
R9-3A "No Peds" Signs	○ Yes	◉ No
Existing Crosswalk	◉ Yes	○ No
Existing Sidewalk	◉ Yes	○ No
Existing Push Buttons	○ Yes	◉ No

ADT

Location Identification

9th Street
**SR North - Segment*

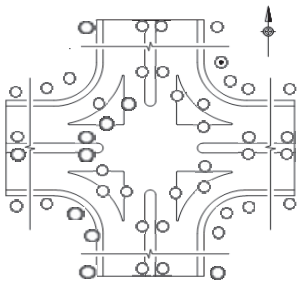
9th Street
**SR South - Segment*

Rising Sun Avenue
**SR East - Segment*

Rising Sun Avenue
**SR West - Segment*

07
Location #

Northbound



Investigated design alternatives	Why alternative was not selected
1) Locate Type 1 curb ramp further north	Conflict with existing utility pole, Conflict with traffic signal support
2) Locate Type 1 curb ramp further south	Conflict with existing inlet
3) Type 2 curb ramp	Conflict with existing inlet, Conflict with traffic signal support, Conflict with existing utility

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: Ramp cross slope exceeds road slope, and therefore the ramp has been designed with a cross slope of 4.00%.

ADA Review Committee Recommendation

☑ Approved
○ Denied

1/23/2024
ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved
○ Denied

Sunil Gill 01/24/2024
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-9th Street-9th Street-Rising Sun Avenue-Rising Sun Avenue-7-45310*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Rising Sun Avenue and N. 9th Street	Ramp 07

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 ramp further to the north; however this would create a conflict with the existing signal pole and utility pole. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the south; however this would create a conflict with the existing stormwater inlet. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to construct a Type 2 ramp; however this would conflict with the inlet, utility pole, and signal pole on this corner. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum ramp cross slope matching the existing road slope at signalized intersections. In order to provide a consistent gutteline slope, the ramp cross slope is designed at 4.00%. This design provides access to the maximum extent feasible.

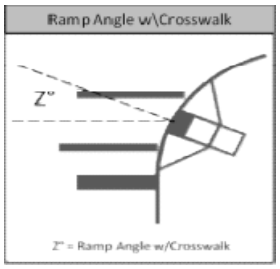
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-9th Street-9th Street-Rising Sun Avenue-Rising Sun*

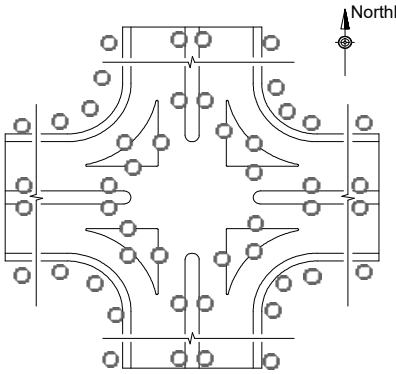
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

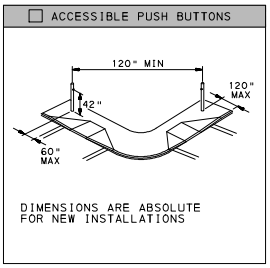
pennsylvania
DEPARTMENT OF TRANSPORTATION

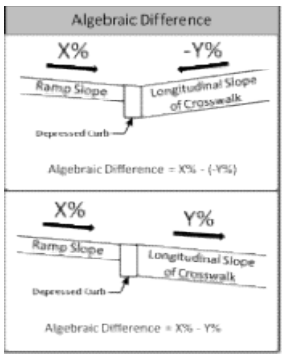
N 9TH ST & RISING SUN AVE, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2024	06	20			
Designer 1	Robert Greenhill Bowman					
Designer 2	Alex Long Bowman					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	7.40	%	4.80	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	13.3			
Intersection Ramp # of #	4	8				
*Ramp Location (Use Figure Below)		09				
*Curb Ramp Type	Type 1					
*North Leg	N 9TH	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	RISING SUN	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	N 9TH	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	RISING SUN	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-N9THSt-RISINGSUNAve-N9THSt-RISINGSUNAve-2024-06-20-9-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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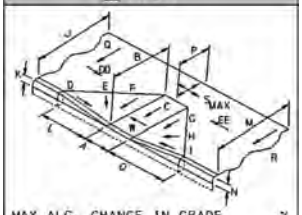
DEPARTMENT OF TRANSPORTATION

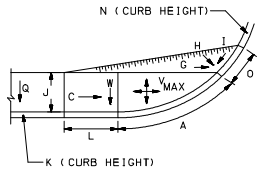
N 9TH ST & RISING SUN AVE, PennDOT Location
ID # 9

☐ TYPE 1



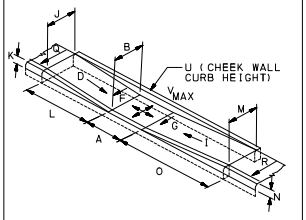
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



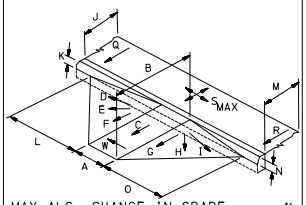
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



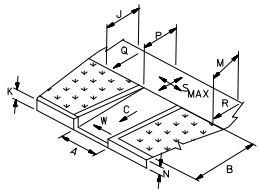
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



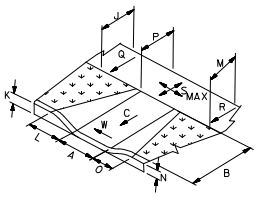
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



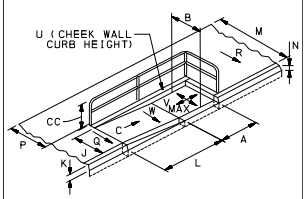
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



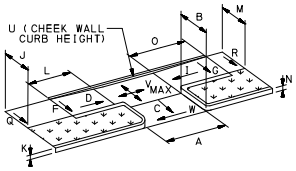
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



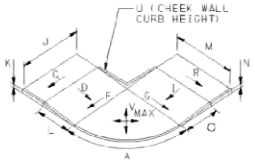
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



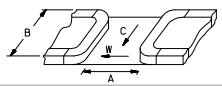
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

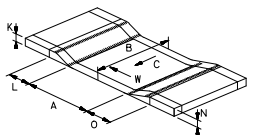
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	48	(IN)	
*	C	4.90	(%)	
*	D	10.00	(%)	
	E	8.90	(%)	
*	F	5.90	(%)	
*	G	999	(%)	utility pole
	H	999	(%)	utility pole
*	I	999	(%)	utility pole
*	J	48	(IN)	
	K	6	(IN)	
	L	24	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	64	(IN)	
*	P	48	(IN)	
*	Q	0.50	(%)	
*	R	0.50	(%)	
*	S	1.90	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	48	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	6.50	(%)	
*	EE	6.00	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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DEPARTMENT OF TRANSPORTATION

N 9TH ST & RISING SUN AVE, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

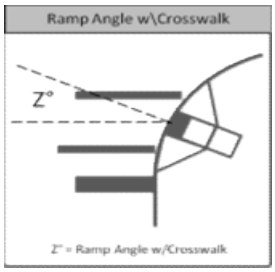
Insert Picture 3

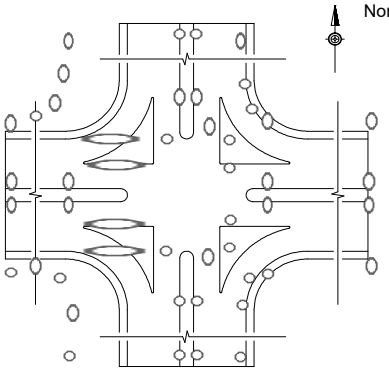
Insert Picture 6

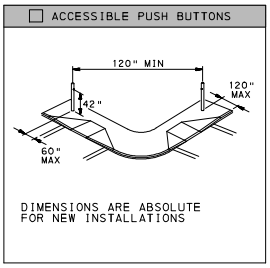
pennsylvania DEPARTMENT OF TRANSPORTATION

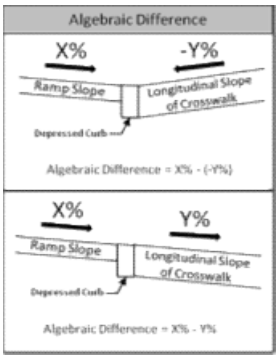
N 11TH ST & W ERIE AVE, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2024	02	15			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.90	%	3.10	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	11.4			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 1					
*North Leg	N 11TH	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	W ERIE	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	N 11TH	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	W ERIE	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







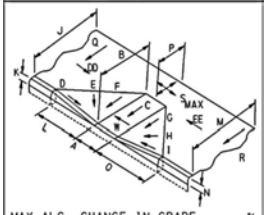


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N11THSt-WERIEAve-N11THSt-WERIEAve-2024-02-15-17-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)			

pennsylvania DEPARTMENT OF TRANSPORTATION

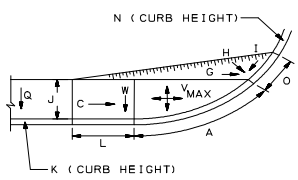
N 11TH ST & W ERIE AVE, PennDOT Location ID # 17

☐ TYPE 1



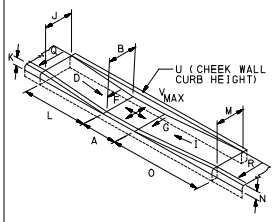
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



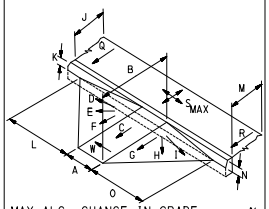
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



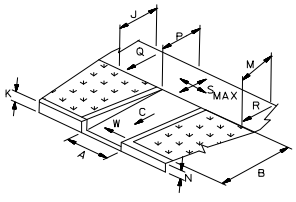
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



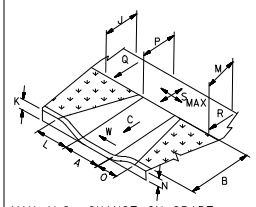
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



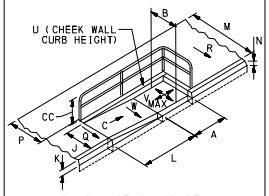
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



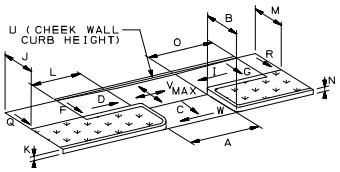
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



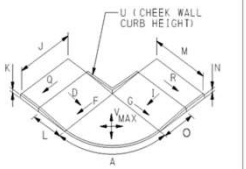
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



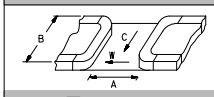
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

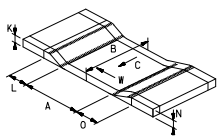
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	45	(IN)
*	C	7.50	(%)
*	D	5.10	(%)
	E	5.50	(%)
*	F	6.30	(%)
*	G	7.50	(%)
	H	11.50	(%)
*	I	10.00	(%)
*	J	237	(IN)
	K	2	(IN)
	L	50	(IN)
*	M	117	(IN)
	N	2	(IN)
	O	47	(IN)
*	P	51	(IN)
*	Q	1.40	(%)
*	R	3.10	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	57	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.10	(%)
*	EE	1.40	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments

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DEPARTMENT OF TRANSPORTATION

N 11TH ST & W ERIE AVE, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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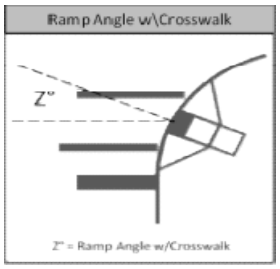
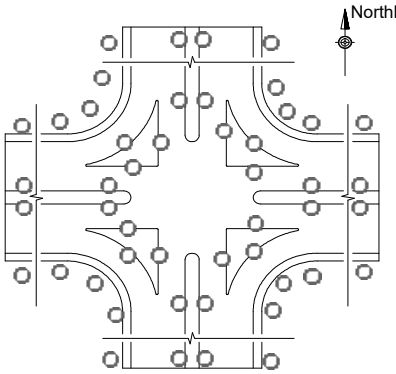
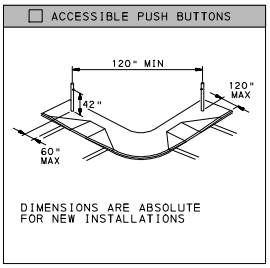
DEPARTMENT OF TRANSPORTATION

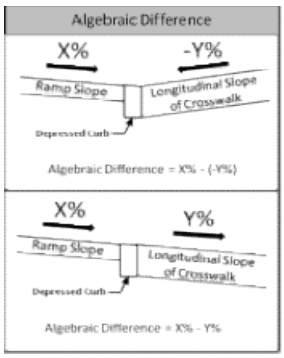
N 11TH ST & W ONTARIO ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2024	06	25		
Designer 1	Robert Greenhill Bowman				
Designer 2	Alex Long Bowman				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	0.30	%	2.50	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		5	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	5.3		
Intersection Ramp # of #	3	8			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				
*North Leg	N 11TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	W ONTARIO	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	N 11TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	W ONTARIO	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-N11THSt-WONTARIOSt-N11THSt-WONTARIOSt-2024-06-25-7-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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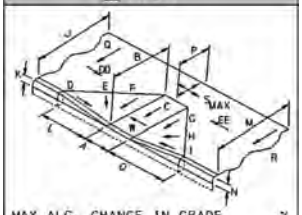
DEPARTMENT OF TRANSPORTATION

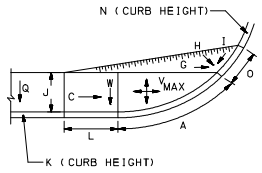
N 11TH ST & W ONTARIO ST, PennDOT Location ID # 7

☐ TYPE 1



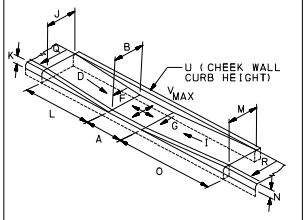
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



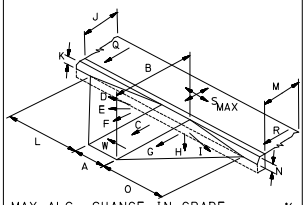
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



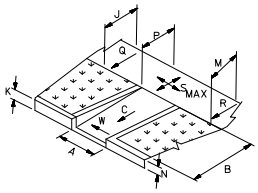
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



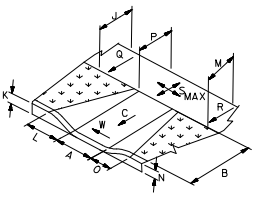
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



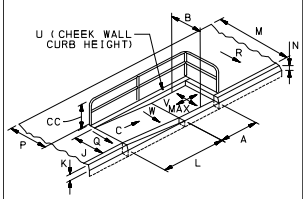
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



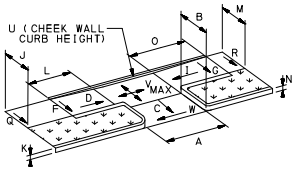
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



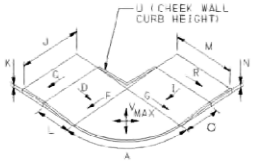
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



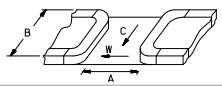
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

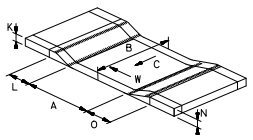
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	48	(IN)	
*	C	5.00	(%)	
*	D	6.90	(%)	
	E	7.80	(%)	
*	F	3.70	(%)	
*	G	5.70	(%)	
	H	7.10	(%)	
*	I	8.80	(%)	
*	J	48	(IN)	
	K	3	(IN)	
	L	24	(IN)	
*	M	48	(IN)	
	N	3	(IN)	
	O	24	(IN)	
*	P	48	(IN)	
*	Q	2.80	(%)	
*	R	2.80	(%)	
*	S	1.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	2.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.10	(%)	
*	EE	3.50	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-N11THSt-WONTARIOSt-N11THSt-WONTARIOSt-2024-06-25-7-Type1

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DEPARTMENT OF TRANSPORTATION

N 11TH ST & W ONTARIO ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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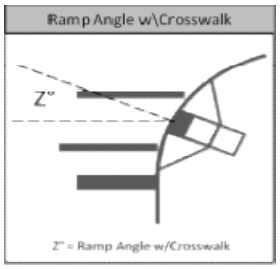
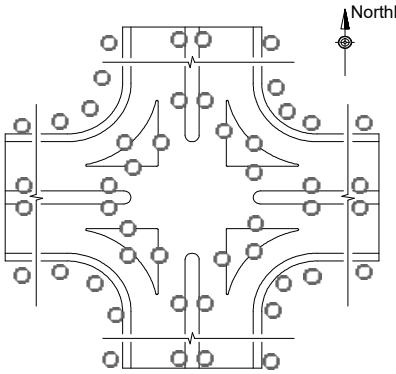
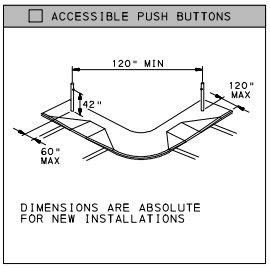
DEPARTMENT OF TRANSPORTATION

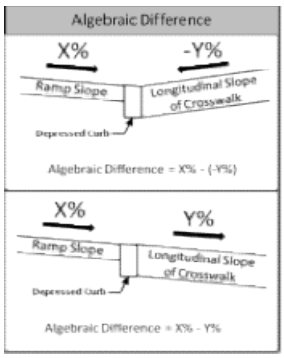
N 11TH ST & W ONTARIO ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2024	06	25			
Designer 1	Robert Greenhill Bowman					
Designer 2	Alex Long Bowman					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.30	%	0.70	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	7.7			
Intersection Ramp # of #	4	8				
*Ramp Location (Use Figure Below)		09				
*Curb Ramp Type	Type 1					
*North Leg	N 11TH	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	W ONTARIO	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	N 11TH	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	W ONTARIO	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







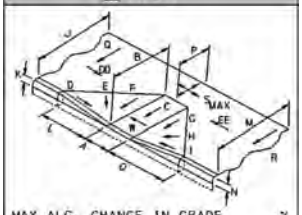


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-N11THSt-WONTARIOSt-N11THSt-WONTARIOSt-2024-06-25-9-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

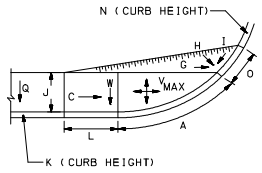
N 11TH ST & W ONTARIO ST, PennDOT Location ID # 9

☐ TYPE 1



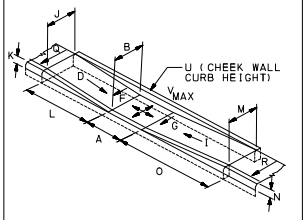
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



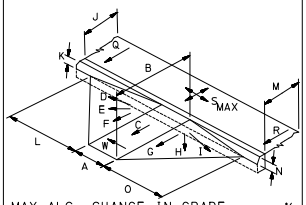
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



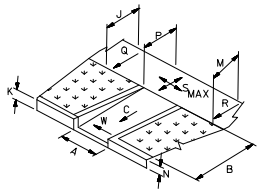
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



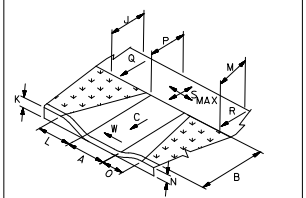
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



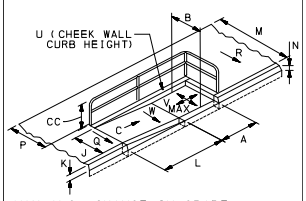
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



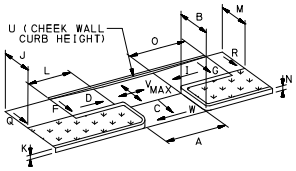
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



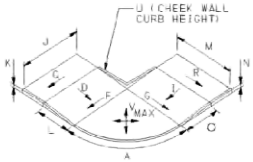
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



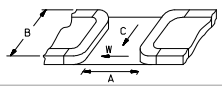
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

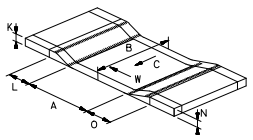
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	96	(IN)
*	C	6.40	(%)
*	D	10.00	(%)
	E	10.30	(%)
*	F	8.30	(%)
*	G	5.70	(%)
	H	9.90	(%)
*	I	10.00	(%)
*	J	48	(IN)
	K	3	(IN)
	L	48	(IN)
*	M	48	(IN)
	N	4	(IN)
	O	24	(IN)
*	P	48	(IN)
*	Q	2.80	(%)
*	R	2.80	(%)
*	S	1.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.70	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.70	(%)
*	EE	3.80	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

pennsylvania
DEPARTMENT OF TRANSPORTATION

N 11TH ST & W ONTARIO ST, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

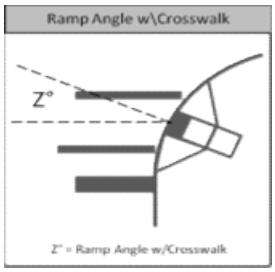
Insert Picture 3

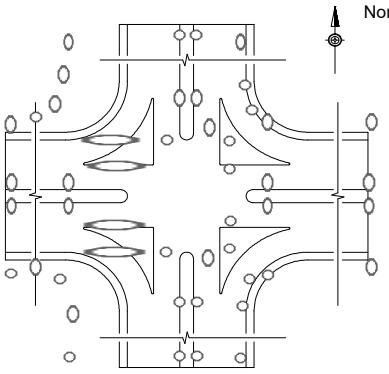
Insert Picture 6

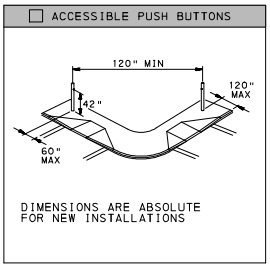
pennsylvania DEPARTMENT OF TRANSPORTATION

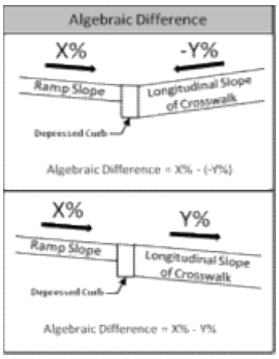
N AMERICAN ST & W WESTMORELAND ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2024	02	15			
Designer 1	Natan Bieber McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.00	%	1.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		5	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	4.5			
Intersection Ramp # of #	1	2				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 1					
*North Leg	N AMERICAN	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	W WESTMORELAND	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	N AMERICAN	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	W WESTMORELAND	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







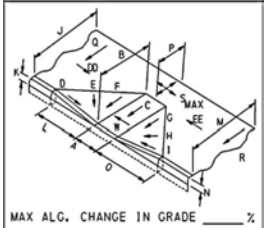


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-NAMERICANSt-WWESTMORELANDSt-NAMERICANSt-WWESTMORELANDSt-2024-02-15-17-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

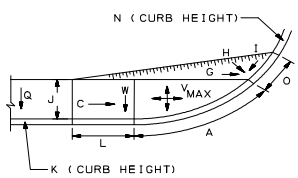
N AMERICAN ST & W WESTMORELAND ST, PennDOT Location ID # 17

☐ TYPE 1



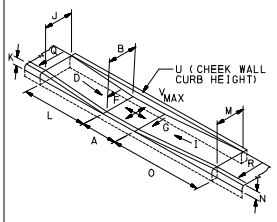
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



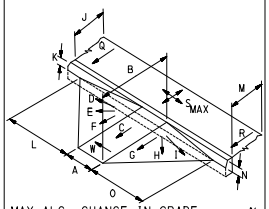
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



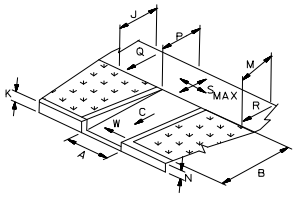
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



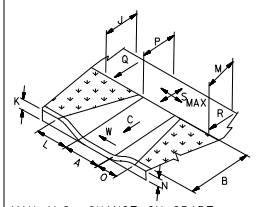
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



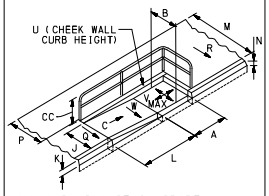
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



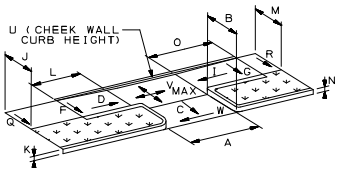
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



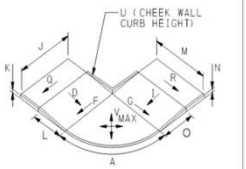
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



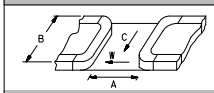
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

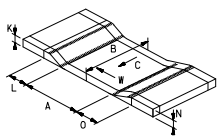
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN

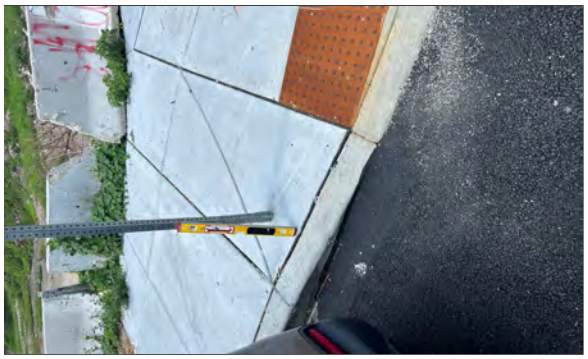


	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	61	(IN)	
*	C	4.50	(%)	
*	D	999	(%)	breakaway pole
	E	999	(%)	breakaway pole
*	F	999	(%)	breakaway pole
*	G	4.30	(%)	
	H	6.50	(%)	
*	I	5.80	(%)	
*	J	129	(IN)	
	K	7	(IN)	
	L	47	(IN)	
*	M	128	(IN)	
	N	3	(IN)	
	O	46	(IN)	
*	P	48	(IN)	
*	Q	3.20	(%)	
*	R	1.00	(%)	
*	S	0.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.90	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	114	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.80	(%)	
*	EE	4.20	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

N AMERICAN ST & W WESTMORELAND ST, PennDOT
Location ID # 17



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

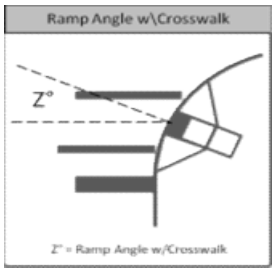
Insert Picture 3

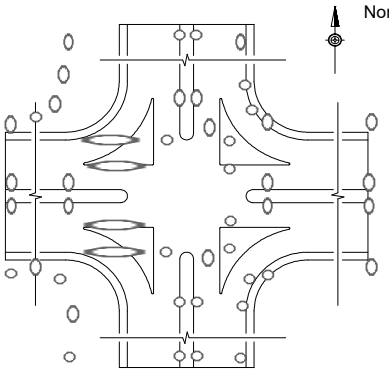
Insert Picture 6

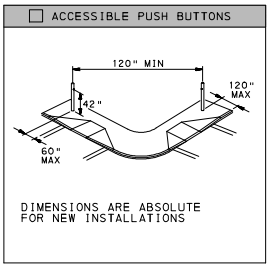
pennsylvania DEPARTMENT OF TRANSPORTATION

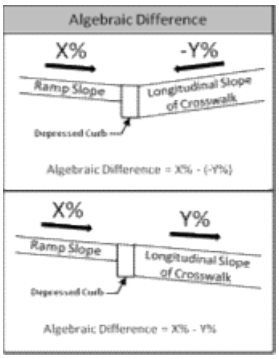
N AMERICAN ST & W WESTMORELAND ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2024	02	15			
Designer 1	Nathan Bieber McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.10	%	0.60	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		20	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	1.0			
Intersection Ramp # of #	1	2				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	N AMERICAN	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	W WESTMORELAND	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	N AMERICAN	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	W WESTMORELAND	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







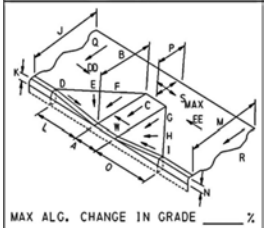


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-NAMERICANSt-WWESTMORELANDSt-NAMERICANSt-WWESTMORELANDSt-2024-02-15-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

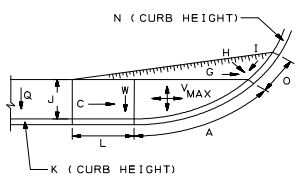
N AMERICAN ST & W WESTMORELAND ST, PennDOT Location ID # 19

☐ TYPE 1



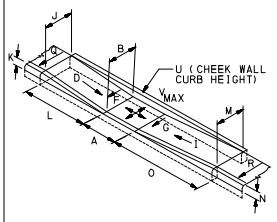
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



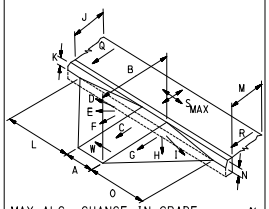
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



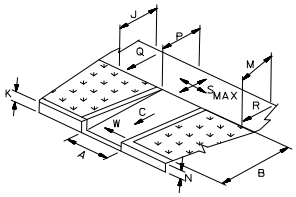
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



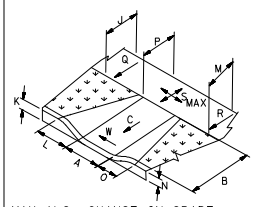
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



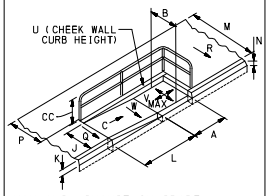
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



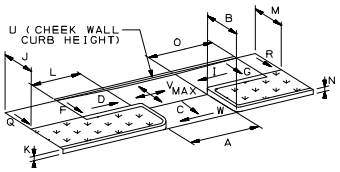
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



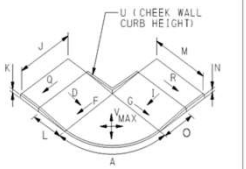
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



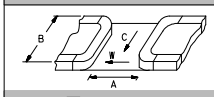
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

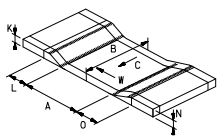
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN

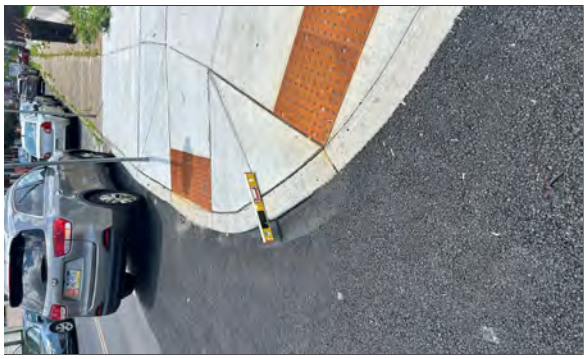


	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	32	(IN)	
*	C	0.90	(%)	
*	D	0.40	(%)	
	E	0.40	(%)	
*	F	0.70	(%)	
*	G	1.00	(%)	
	H	4.00	(%)	
*	I	5.50	(%)	
*	J	129	(IN)	
	K	6	(IN)	
	L	30	(IN)	
*	M	128	(IN)	
	N	2	(IN)	
	O	36	(IN)	
*	P	48	(IN)	
*	Q	3.20	(%)	
*	R	1.00	(%)	
*	S	0.90	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.70	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.80	(%)	
*	EE	4.20	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

N AMERICAN ST & W WESTMORELAND ST, PennDOT
Location ID # 19



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

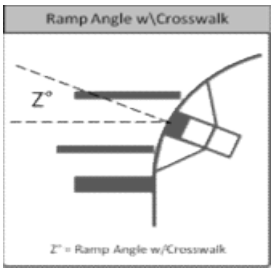
Insert Picture 3

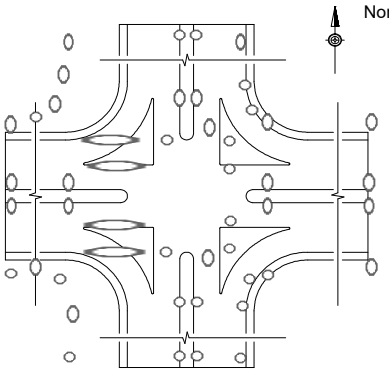
Insert Picture 6

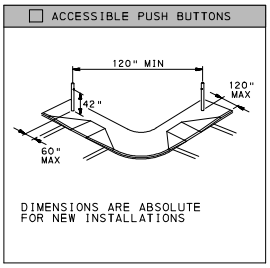
pennsylvania DEPARTMENT OF TRANSPORTATION

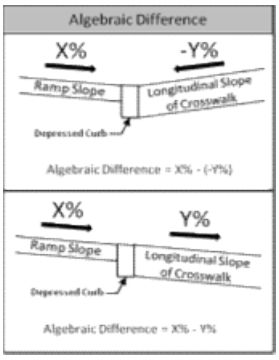
N DARIEN ST & W ERIE AVE, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2024	02	15			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	1.30	%	1.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.2			
Intersection Ramp # of #	1	2				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					
*North Leg	N DARIEN	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	W ERIE	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	N DARIEN	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	W ERIE	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







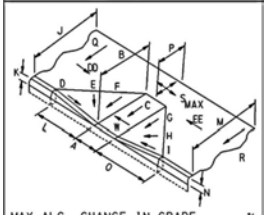


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-NDARIENSt-WERIEAve-NDARIENSt-WERIEAve-2024-02-15-14-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

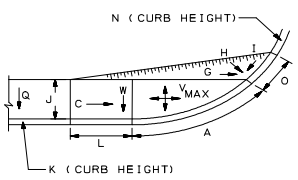
N DARIEN ST & W ERIE AVE, PennDOT Location
ID # 14

☐ TYPE 1



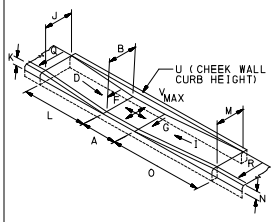
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



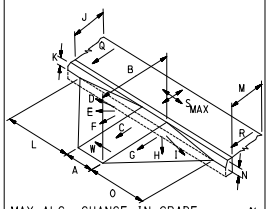
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



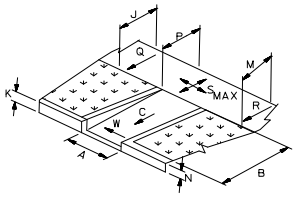
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



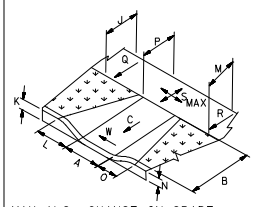
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



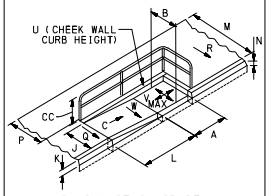
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



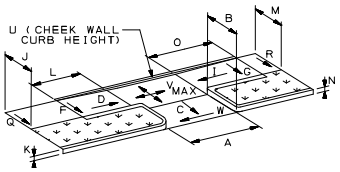
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



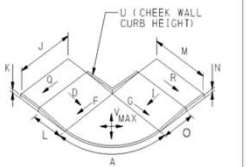
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



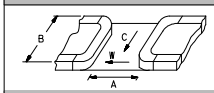
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

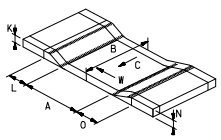
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	55	(IN)
*	C	6.90	(%)
*	D	4.60	(%)
	E	8.30	(%)
*	F	6.50	(%)
*	G	5.60	(%)
	H	11.10	(%)
*	I	9.80	(%)
*	J	208	(IN)
	K	4	(IN)
	L	48	(IN)
*	M	112	(IN)
	N	5	(IN)
	O	58	(IN)
*	P	48	(IN)
*	Q	4.50	(%)
*	R	1.50	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	999	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.40	(%)
*	EE	6.70	(%)

Comments

linestriping

no adjacent stop bar

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

C-06-101-60000-NDARIENSt-WERIEAve-NDARIENSt-WERIEAve-2024-02-15-14-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

N DARIEN ST & W ERIE AVE, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

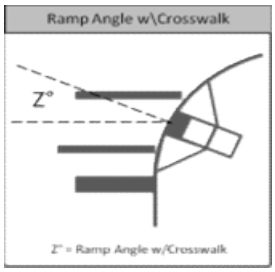
Insert Picture 6

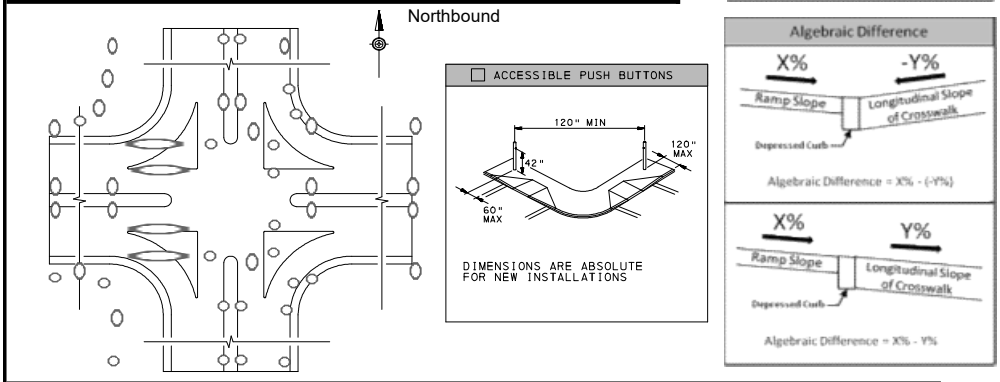
pennsylvania DEPARTMENT OF TRANSPORTATION

N DARIEN ST & W ERIE AVE, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2024	02	15		
Designer 1	Nazir Vasquez McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	1.70	%	0.60	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	6.9		
Intersection Ramp # of #	2	2			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 1				

*North Leg	N DARIEN	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	W ERIE	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	N DARIEN	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	W ERIE	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		



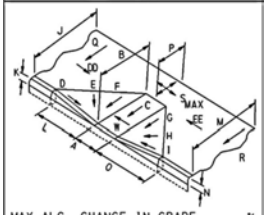


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-NDARIENSt-WERIEAve-NDARIENSt-WERIESt-2024-02-15-17-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

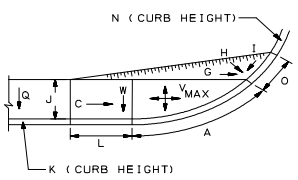
N DARIEN ST & W ERIE AVE, PennDOT Location
ID # 17

☐ TYPE 1



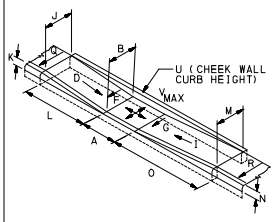
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



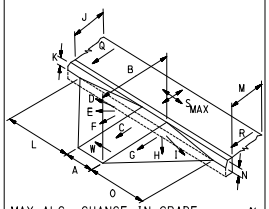
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



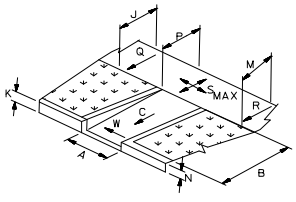
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



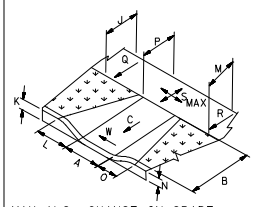
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



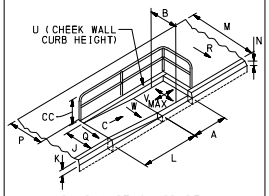
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



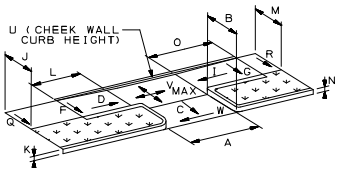
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



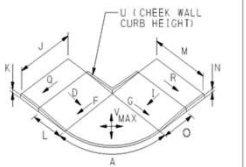
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



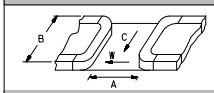
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

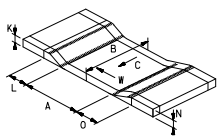
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	55	(IN)	
*	C	6.30	(%)	
*	D	9.00	(%)	
	E	11.50	(%)	
*	F	7.60	(%)	
*	G	7.90	(%)	
	H	11.50	(%)	
*	I	8.30	(%)	
*	J	111	(IN)	
	K	5	(IN)	
	L	58	(IN)	
*	M	208	(IN)	
	N	4	(IN)	
	O	55	(IN)	
*	P	48	(IN)	
*	Q	2.60	(%)	
*	R	4.90	(%)	
*	S	1.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.70	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	linestriping
*	Z		(IN)	
*	ZZ	999	(IN)	no adjacent stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.30	(%)	
*	EE	3.90	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-NDARIENSt-WERIEAve-NDARIENSt-WERIESt-2024-02-15-17-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

N DARIEN ST & W ERIE AVE, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

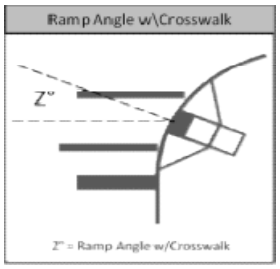
Insert Picture 3

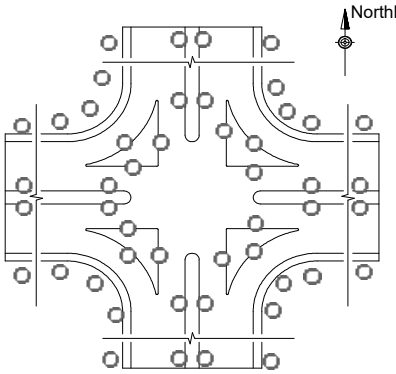
Insert Picture 6

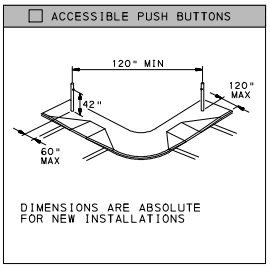
pennsylvania
DEPARTMENT OF TRANSPORTATION

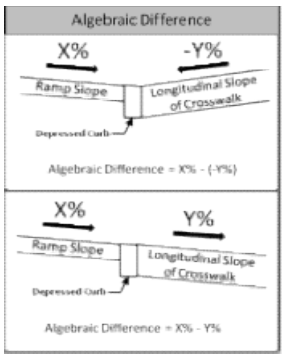
N FAIRHILL ST & W GLENWOOD AVE, PennDOT
Location ID # 14

*Date of Design (yyyy mm dd)	2024	06	20			
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.					
Designer 2	Alex Long Bowman Consulting Group Ltd.					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	4.00	%	0.90	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	12.3			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					
*North Leg	N FAIRHILL	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	W GLENWOOD	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	N FAIRHILL	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	W GLENWOOD	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







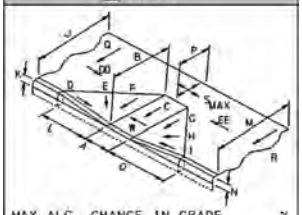


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-NFAIRHILLSt-WGLENWOODAve-NFAIRHILLSt-WGLENWOODAve-2024-06-20-14-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania
DEPARTMENT OF TRANSPORTATION

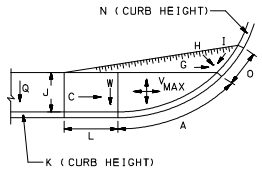
N FAIRHILL ST & W GLENWOOD AVE, PennDOT
Location ID # 14

☐ TYPE 1



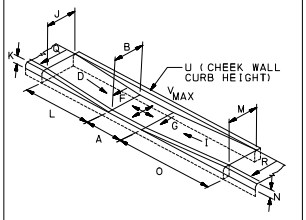
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



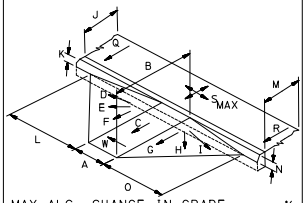
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



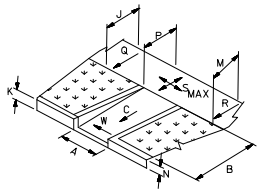
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



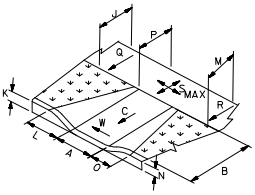
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



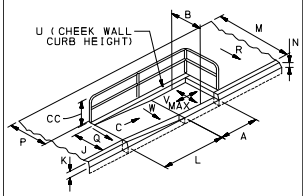
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



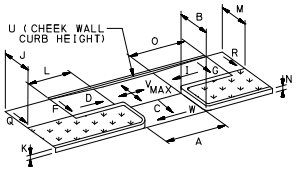
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



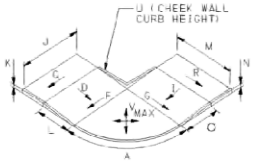
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



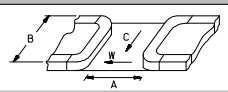
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

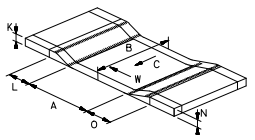
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	54	(IN)
*	C	9.30	(%)
*	D	7.30	(%)
	E	8.10	(%)
*	F	9.60	(%)
*	G	10.00	(%)
	H	12.20	(%)
*	I	8.70	(%)
*	J	150	(IN)
	K	4	(IN)
	L	28	(IN)
*	M	80	(IN)
	N	5	(IN)
	O	61	(IN)
*	P	48	(IN)
*	Q	5.30	(%)
*	R	5.40	(%)
*	S	7.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	114	(IN)
*	Z		(IN)
*	ZZ	62	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.50	(%)
*	EE	0.50	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

C-06-101-60000-NFAIRHILLSt-WGLENWOODAve-NFAIRHILLSt-WGLENWOODAve-2024-06-20-14-Type1

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DEPARTMENT OF TRANSPORTATION

N FAIRHILL ST & W GLENWOOD AVE, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

W. Glenwood Avenue and N. Fairhill Street	Ramp 14

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Anton Kuhner, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	425 Commerce Drive
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	February 23, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	○ Yes	○ No
Pedestrian Trip Generators	○ Yes	● No
Safety Concerns	○ Yes	● No
R9-3A "No Peds" Signs	○ Yes	● No
Existing Crosswalk	● Yes	○ No
Existing Sidewalk	● Yes	○ No
Existing Push Buttons	○ Yes	● No

ADT

Location Identification

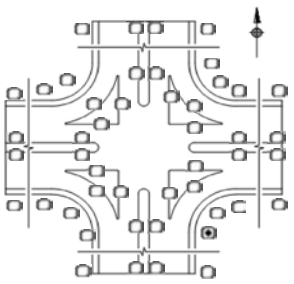
N. Fairhill Street — **SR North - Segment*

N. Fairhill Street — **SR South - Segment*

W. Glenwood Avenue — **SR East - Segment*

W. Glenwood Avenue — **SR West - Segment*

14 — Location #



Investigated design alternatives	Why alternative was not selected
1) Locate Type 1 curb ramp further north	Conflict with existing inlet
2) Locate Type 1 curb ramp further south	Creates issues with minimum PAR requirements
3) Extend ramp	Create conflict with existing step

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: maximum landing slope of 2.00%, maximum longitudinal slope of 8.33%, maximum triangular landing slope of 2.00%, pedestrian access route of 4.0', and therefore the ramps has been designed with a landing slope of 7.50%, a longitudinal slope of 11.50%, a triangular landing slope of 4.00%, and a pedestrian access route of 3.9'. .

ADA Review Committee Recommendation

☑ Approved ○ Denied — ADA Review Committee Chair - Date: 2/29/2024

ADE of Design Approval Status

☑ Approved ○ Denied — District ADE of Design - Date: 2/29/2024

TIF #: #REF!

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

W. Glenwood Avenue and N. Fairhill Street	Ramp 14

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 ramp further to the north; however shifting the curb ramp further to the north would create a conflict with the existing stormwater inlet. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the south; however shifting the curb ramp further to the south would create a conflict with the minimum PAR requirements. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to extend the proposed type 1 ramp further; however extending the curb ramp further would result create a conflict with the existing step. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum landing slope of 2.00%, a maximum longitudinal slope of 8.33%, a maximum triangular landing slope of 2.00%, and a minimum pedestrian access route of 4.0'. It is technically infeasible to meet this requirement due to the existing step, slopes, and PAR requirements on this corner. The ramp has been designed with a maximum landing slope of 7.50%, a maximum longitudinal slope of 11.50%, a maximum triangular landing slope of 4.00%, and a minimum pedestrian access route of 3.9'. This design provides access to the maximum extent feasible.

TIF #:	*#REF!*

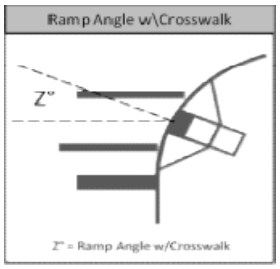
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

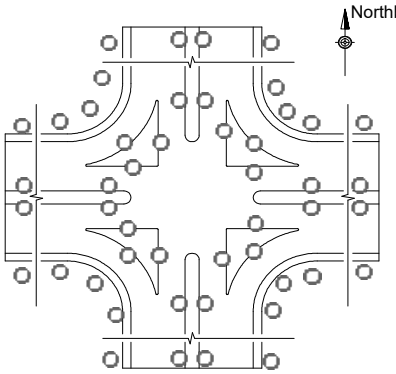
pennsylvania
DEPARTMENT OF TRANSPORTATION

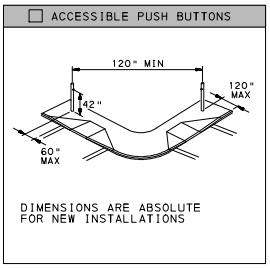
N FAIRHILL ST & W GLENWOOD AVE, PennDOT
Location ID # 17

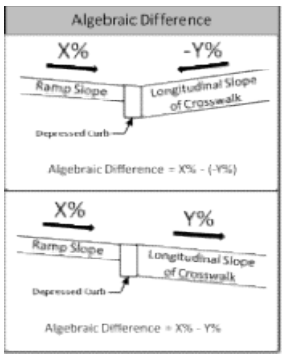
*Date of Design (yyyy mm dd)	2024	06	20		
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.				
Designer 2	Alex Long Bowman Consulting Group Ltd.				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	3.30	%	0.30	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	9.5		
Intersection Ramp # of #	1	2			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 1				

*North Leg	N FAIRHILL	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	W GLENWOOD	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	N FAIRHILL	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	W GLENWOOD	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		







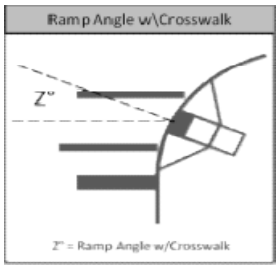


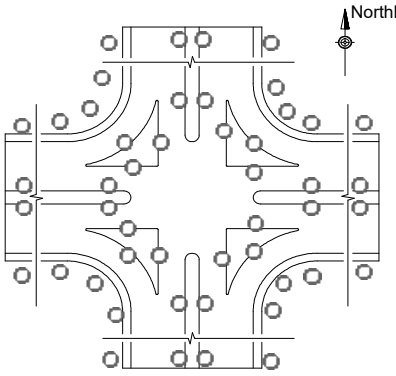
Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-NFAIRHILLSt-WGLENWOODAve-NFAIRHILLSt-WGLENWOODAve-2024-06-20-17-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)		

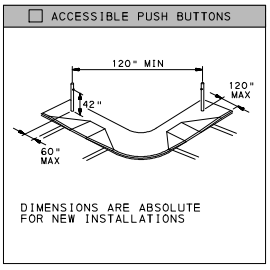
pennsylvania
DEPARTMENT OF TRANSPORTATION

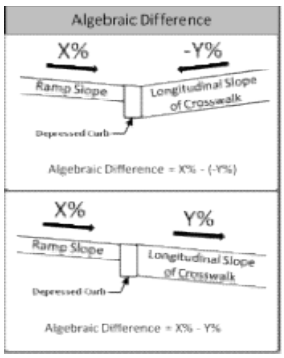
N FRONT ST & E WESTMORELAND ST, PennDOT
Location ID # 4

*Date of Design (yyyy mm dd)	2024	06	20			
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.					
Designer 2	Alex Long Bowman Consulting Group Ltd.					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	4.30	%	2.70	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.6			
Intersection Ramp # of #	4	4				
*Ramp Location (Use Figure Below)		04				
*Curb Ramp Type	Type 1					
*North Leg	N FRONT	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E WESTMORELAND	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	N FRONT	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E WESTMORELAND	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







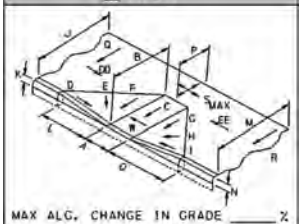


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-NFRONTSt-EWESTMORELANDSt-NFRONTSt-EWESTMORELANDSt-2024-06-20-4-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

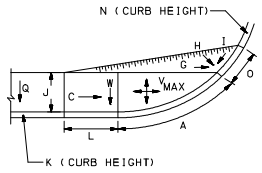
N FRONT ST & E WESTMORELAND ST, PennDOT
Location ID # 4

☐ TYPE 1



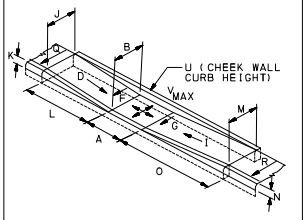
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



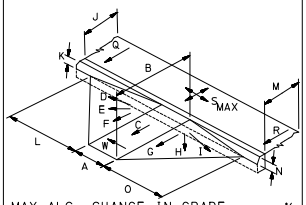
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



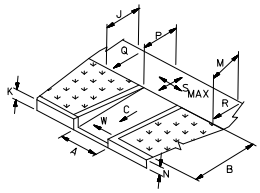
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



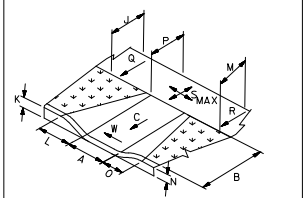
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



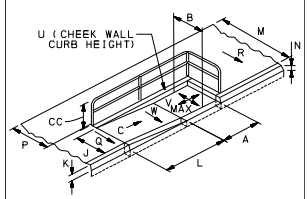
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



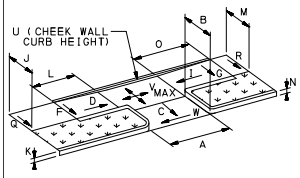
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



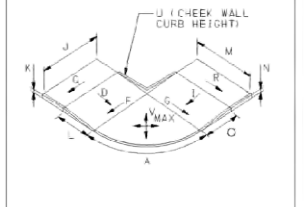
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



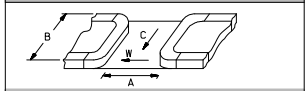
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

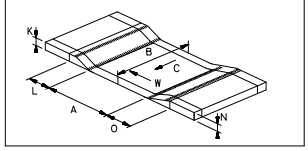
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	36	(IN)	
*	C	4.30	(%)	
*	D	5.50	(%)	
	E	4.70	(%)	
*	F	4.20	(%)	
*	G	2.90	(%)	
	H	6.70	(%)	
*	I	7.90	(%)	
*	J	130	(IN)	
	K	6	(IN)	
	L	46	(IN)	
*	M	101	(IN)	
	N	3	(IN)	
	O	42	(IN)	
*	P	48	(IN)	
*	Q	2.50	(%)	
*	R	0.60	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.80	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.40	(%)	
*	EE	0.50	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-NFRONTSt-EWESTMORELANDSt-NFRONTSt-EWESTMORELANDSt-2024-06-20-4-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

N FRONT ST & E WESTMORELAND ST, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

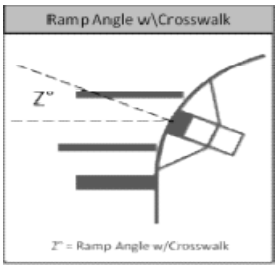
Insert Picture 3

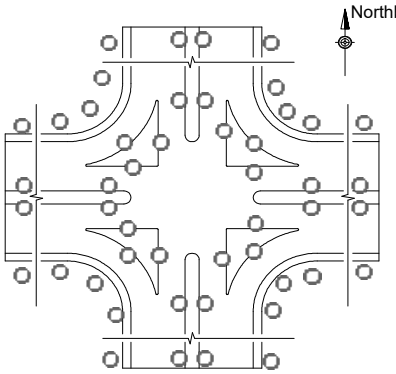
Insert Picture 6

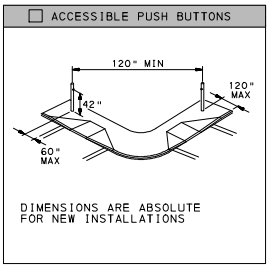
pennsylvania
DEPARTMENT OF TRANSPORTATION

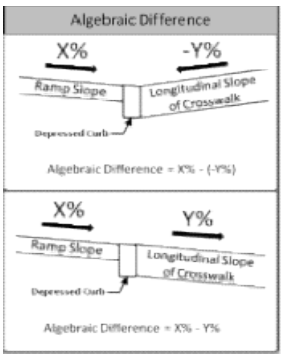
N FRONT ST & E WESTMORELAND ST, PennDOT
Location ID # 12

*Date of Design (yyyy mm dd)	2024	06	20			
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.					
Designer 2	Alex Long Bowman Consulting Group Ltd.					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	4					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	4.80	%	0.90	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		25	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.7			
Intersection Ramp # of #	1	4	25 degrees			
*Ramp Location (Use Figure Below)		12				
*Curb Ramp Type	Type 1					
*North Leg	N FRONT	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	W WESTMORELAND	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	N FRONT	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	W WESTMORELAND	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







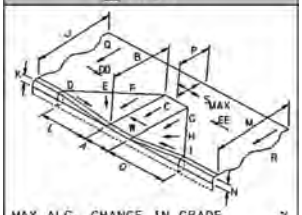


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-NFRONTSt-WWESTMORELANDSt-NFRONTSt-WWESTMORELANDSt-2024-06-20-12-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

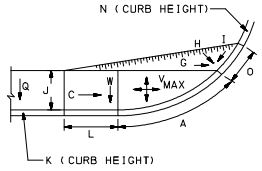
N FRONT ST & E WESTMORELAND ST, PennDOT
Location ID # 12

☐ TYPE 1



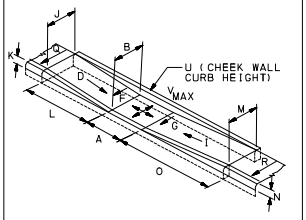
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



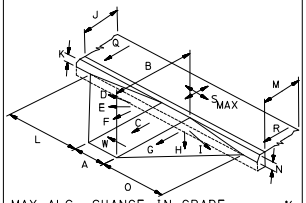
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



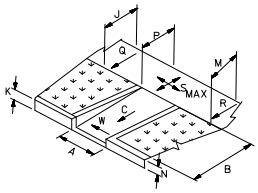
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



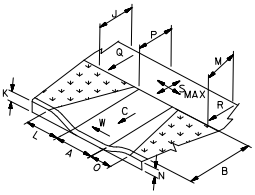
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



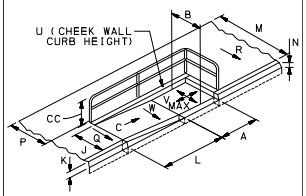
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



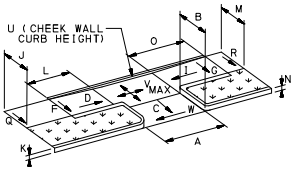
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



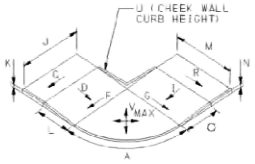
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



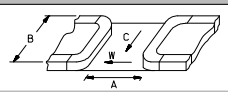
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

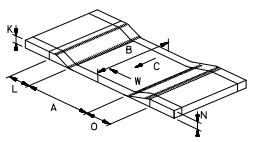
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



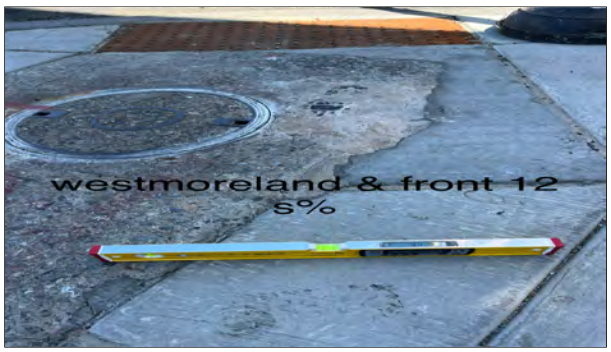
	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	24	(IN)	
*	C	3.50	(%)	
*	D	999	(%)	traffic signal
	E	999	(%)	traffic signal
*	F	999	(%)	traffic signal
*	G	2.60	(%)	
	H	4.60	(%)	
*	I	5.80	(%)	
*	J	90	(IN)	
	K	5	(IN)	
	L	32	(IN)	
*	M	98	(IN)	
	N	4	(IN)	
	O	36	(IN)	
*	P	52	(IN)	
*	Q	2.60	(%)	
*	R	3.90	(%)	
*	S	3.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	2.70	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	120	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.40	(%)	
*	EE	2.60	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-NFRONTSt-WWESTMORELANDSt-NFRONTSt-WWESTMORELANDSt-2024-06-20-12-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

N FRONT ST & E WESTMORELAND ST, PennDOT Location ID # 12

Insert Picture 1



Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Westmoreland Street and Front Street	Ramp 12

***Facility Type**

- ☑ Curb Ramp
- ☐ Sidewalk
- ☐ Ped. Push Button
- ☐ Ped. Signal
- ☐ Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	☐ Yes ☐ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- ☐ Limited Right-of-Way
- ☑ Existing Utilities
- ☑ Structures, Buildings, Vaults
- ☐ Historic Areas
- ☐ Environmental Areas
- ☐ Grade Separations
- ☐ Existing curbline slope > 2.00%
- ☐ Other 1
- ☐ Other 2
- ☐ Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Anton Kuhner, P.E.
***Submitter Company:**	McMahon, a Bowman Company
Street Address	425 Commerce Drive
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	January 18, 2024

Project Information

Project Type

- ☐ Resurfacing Project
- ☐ Signal Project
- ☐ Widening Project
- ☐ Reconstruction
- ☐ New Construction (Tech Infeasible normally N/A)
- ☑ ADA Improvement Project
- ☐ Other

Pedestrian Traffic	☐ Yes	☑ No
Pedestrian Trip Generators	☐ Yes	☐ No
Safety Concerns	☐ Yes	☑ No
R9-3A "No Peds" Signs	☐ Yes	☑ No
Existing Crosswalk	☑ Yes	☐ No
Existing Sidewalk	☑ Yes	☐ No
Existing Push Buttons	☐ Yes	☑ No
ADT		

Location Identification

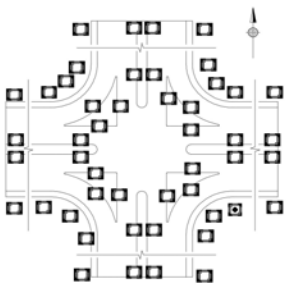
Front Street
**SR North - Segment*

Front Street
**SR South - Segment*

Westmoreland Street
**SR East - Segment*

Westmoreland Street
**SR West - Segment*

12
Location #



Investigated design alternatives	Why alternative was not selected
1) Locate Type 1 curb ramp further east	Conflict with traffic signal support, Conflict with existing inlet
2) Locate Type 1 curb ramp further west	Conflict with adjacent ramp
3) Extend ramp	Conflict with vault

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: maximum landing slope of 2.00%, maximum ramp cross slope of 2.00%, and maximum triangular landing slope of 2.00%, therefore, the ramp has been designed with a maximum landing slope of 4.76%, a maximum ramp cross slope of 2.75% and a maximum triangular landing slope of 4.85%.

ADA Review Committee Recommendation

☑ Approved
☐ Denied

2/29/2024
ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved
☐ Denied

2/29/2024
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman Company-Front Street-Front Street-Westmoreland Street-Westmoreland Stre*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Westmoreland Street and Front Street	Ramp 12

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 ramp further to the east, however this would create a conflict with the existing traffic signal pole and stormwater inlet. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the west, however this would create a conflict with the adjacent ramp. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to extend the ramp, however this would create a conflict with the existing electrical vault. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum landing slope of 2.00%, a maximum ramp cross slope of 2.00% and a maximum triangular landing slope of 2.00%. This is technically infeasible due to the excessive slopes along the curb line and back of sidewalk. Therefore, the ramp has been designed with a maximum landing slope of 4.76%, a maximum ramp cross slope of 2.75% and a maximum triangular landing slope of 4.85%. This design provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman Company-Front Street-Front Street-Westmoreland Street-West*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Westmoreland Street and Front Street	Ramp 14

***Facility Type**

- ☑ Curb Ramp
- ☐ Sidewalk
- ☐ Ped. Push Button
- ☐ Ped. Signal
- ☐ Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	☐ Yes ☐ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- ☐ Limited Right-of-Way
- ☑ Existing Utilities
- ☑ Structures, Buildings, Vaults
- ☐ Historic Areas
- ☐ Environmental Areas
- ☐ Grade Separations
- ☐ Existing curbline slope > 2.00%
- ☐ Other 1
- ☐ Other 2
- ☐ Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Anton Kuhner, P.E.
***Submitter Company:**	McMahon, a Bowman Company
Street Address	425 Commerce Drive
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	January 18, 2024

Project Information

Project Type

- ☐ Resurfacing Project
- ☐ Signal Project
- ☐ Widening Project
- ☐ Reconstruction
- ☐ New Construction (Tech Infeasible normally N/A)
- ☑ ADA Improvement Project
- ☐ Other

Pedestrian Traffic	☐ Yes	☐ No
Pedestrian Trip Generators	☐ Yes	☐ No
Safety Concerns	☐ Yes	☐ No
R9-3A "No Peds" Signs	☐ Yes	☐ No
Existing Crosswalk	☐ Yes	☐ No
Existing Sidewalk	☐ Yes	☐ No
Existing Push Buttons	☐ Yes	☐ No
ADT		

Location Identification

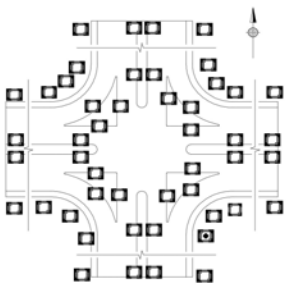
Front Street
**SR North - Segment*

Front Street
**SR South - Segment*

Westmoreland Street
**SR East - Segment*

Westmoreland Street
**SR West - Segment*

14
Location #



Investigated design alternatives	Why alternative was not selected
1) Locate Type 1 curb ramp further south	Would place ramp outside existing crosswalk
2) Locate Type 1 curb ramp further north	Conflict with adjacent ramp
3) Extend ramp	Conflict with vault

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: maximum landing slope of 2.00%, and therefore, the ramp has been designed with a maximum landing slope of 5.19%..

ADA Review Committee Recommendation

☑ Approved
☐ Denied

2/29/2024
ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved
☐ Denied

2/29/2024
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman Company-Front Street-Front Street-Westmoreland Street-Westmoreland Stre*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Westmoreland Street and Front Street	Ramp 14

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 ramp further to the south, however this would place the ramp outside the existing crosswalk. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the north, however this would create a conflict with the adjacent ramp. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to extend the ramp, however this would create a conflict with the existing electrical vault. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum landing slope of 2.00%. This is technically infeasible due to the excessive slopes along the curb line and back of sidewalk. Therefore, the ramp has been designed with a maximum landing slope of 5.19%. This design provides access to the maximum extent feasible.

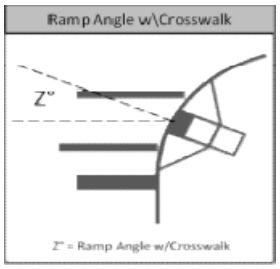
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman Company-Front Street-Front Street-Westmoreland Street-West*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

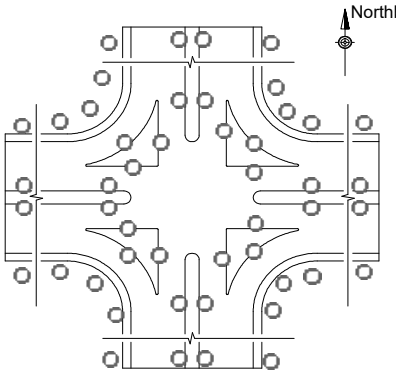
pennsylvania
DEPARTMENT OF TRANSPORTATION

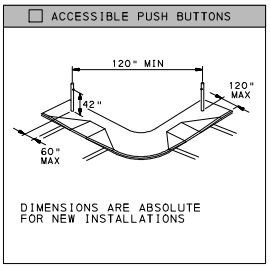
N HANCOCK ST & W WESTMORELAND ST, PennDOT Location ID # 2

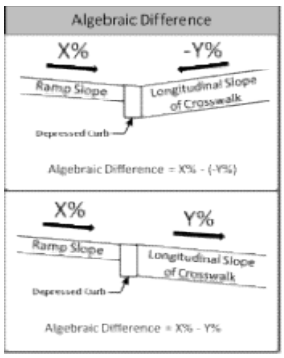
*Date of Design (yyyy mm dd)	2024	06	21		
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.				
Designer 2	Alex Long Bowman Consulting Group Ltd.				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	3.80	%	2.00	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	10.0		
Intersection Ramp # of #	1	8			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				

*North Leg	N HANCOCK	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	W WESTMORELAND	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	N HANCOCK	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	W WESTMORELAND	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







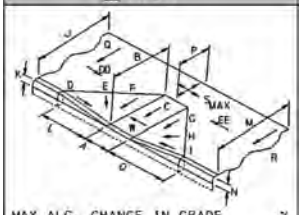


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-NHANCOCKSt-WWESTMORELANDSt-NHANCOCKSt-WWESTMORELANDSt-2024-06-21-2-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

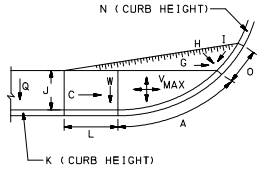
N HANCOCK ST & W WESTMORELAND ST,
PennDOT Location ID # 2

☐ TYPE 1



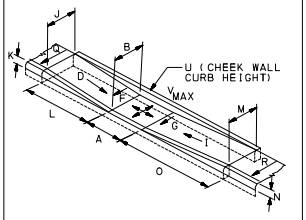
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



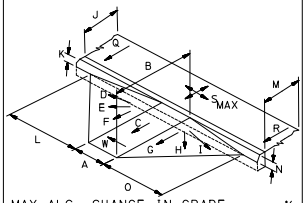
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



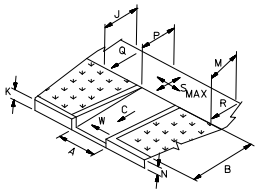
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



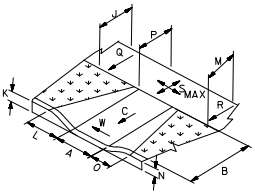
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



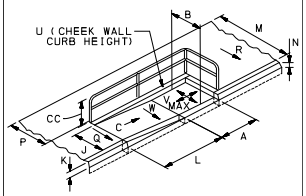
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



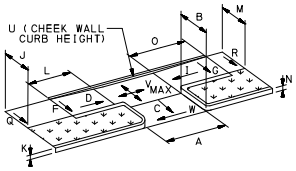
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



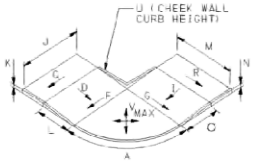
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



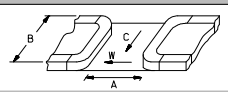
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

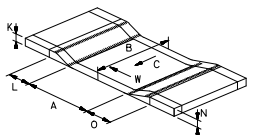
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	45	(IN)	
*	C	6.20	(%)	
*	D	6.80	(%)	
	E	6.00	(%)	
*	F	4.10	(%)	
*	G	999	(%)	bollard
	H	999	(%)	bollard
*	I	999	(%)	bollard
*	J	136	(IN)	
	K	4	(IN)	
	L	46	(IN)	
*	M	135	(IN)	
	N	4	(IN)	
	O	24	(IN)	
*	P	48	(IN)	
*	Q	4.50	(%)	
*	R	4.30	(%)	
*	S	1.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	2.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.50	(%)	
*	EE	5.00	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

N HANCOCK ST & W WESTMORELAND ST, PennDOT
Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

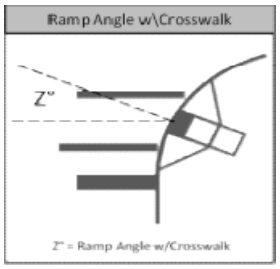
Insert Picture 3

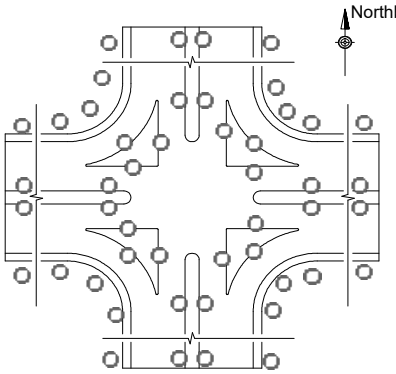
Insert Picture 6

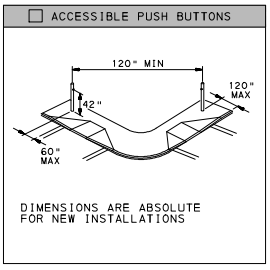
pennsylvania
DEPARTMENT OF TRANSPORTATION

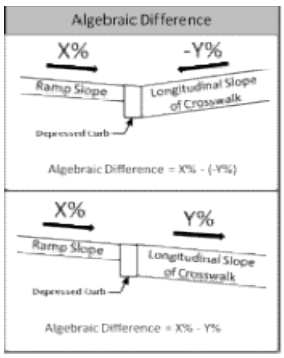
N HANCOCK ST & W WESTMORELAND ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2024	06	21		
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.				
Designer 2	Alex Long Bowman Consulting Group Ltd.				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	6.50	%	1.20	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		5	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	11.5		
Intersection Ramp # of #	3	8			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				
*North Leg	N HANCOCK	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	W WESTMORELAND	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	N HANCOCK	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	W WESTMORELAND	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







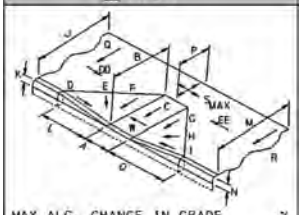


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-NHANCOCKSt-WWESTMORELANDSt-NHANCOCKSt-WWESTMORELANDSt-2024-06-21-7-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

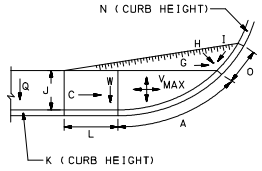
N HANCOCK ST & W WESTMORELAND ST,
PennDOT Location ID # 7

☐ TYPE 1



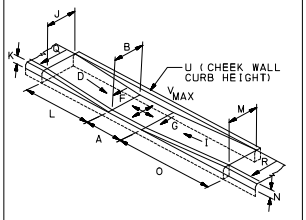
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



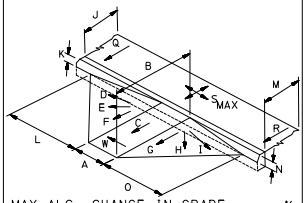
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



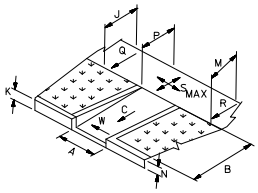
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



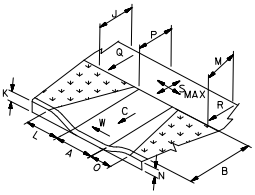
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



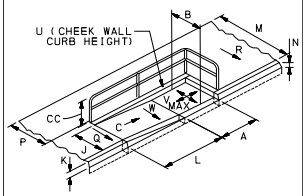
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



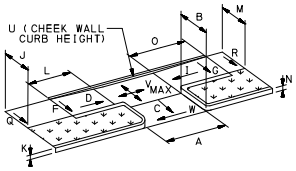
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



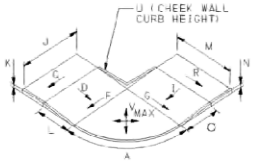
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



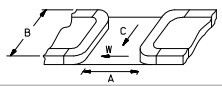
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

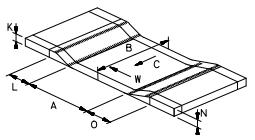
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	26	(IN)	
*	C	5.00	(%)	
*	D	4.90	(%)	
	E	8.60	(%)	
*	F	7.30	(%)	
*	G	999	(%)	nonwalkable
	H	999	(%)	nonwalkable
*	I	999	(%)	nonwalkable
*	J	135	(IN)	
	K	4	(IN)	
	L	27	(IN)	
*	M	134	(IN)	
	N	2	(IN)	
	O	22	(IN)	
*	P	48	(IN)	
*	Q	5.10	(%)	
*	R	4.20	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	5.30	(%)	
*	EE	2.10	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-NHANCOCKSt-WWESTMORELANDSt-NHANCOCKSt-WWESTMORELANDSt-2024-06-21-7-Type1

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DEPARTMENT OF TRANSPORTATION

N HANCOCK ST & W WESTMORELAND ST, PennDOT
Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

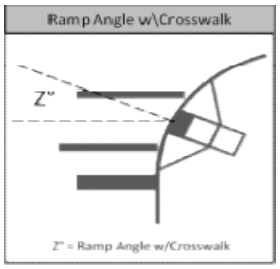
Insert Picture 3

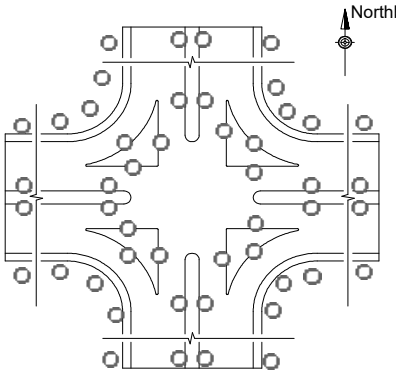
Insert Picture 6

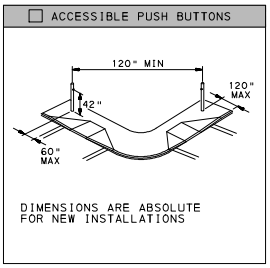
pennsylvania
DEPARTMENT OF TRANSPORTATION

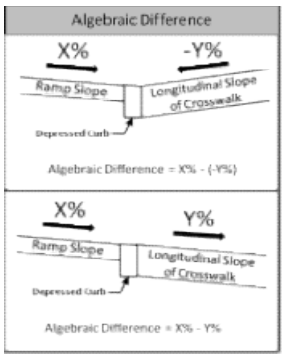
N HANCOCK ST & W WESTMORELAND ST,
PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2024	06	21			
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.					
Designer 2	Alex Long Bowman Consulting Group Ltd.					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	6.10	%	0.80	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	11.4			
Intersection Ramp # of #	5	8				
*Ramp Location (Use Figure Below)		12				
*Curb Ramp Type	Type 1					
*North Leg	N HANCOCK	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	W WESTMORELAND	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	N HANCOCK	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	W WESTMORELAND	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







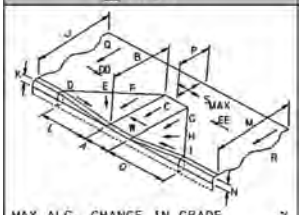


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES	
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-NHANCOCKSt-WWESTMORELANDSt-NHANCOCKSt-WWESTMORELANDSt-2024-06-21-12-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

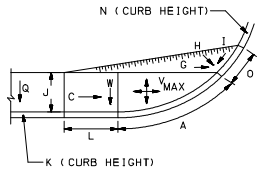
N HANCOCK ST & W WESTMORELAND ST,
PennDOT Location ID # 12

☐ TYPE 1



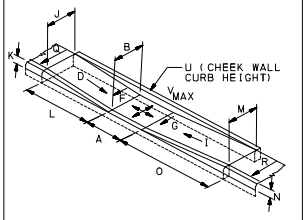
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



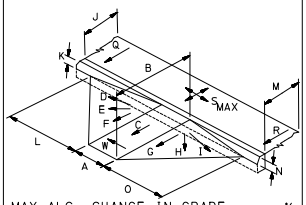
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



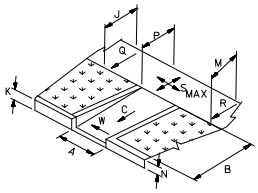
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



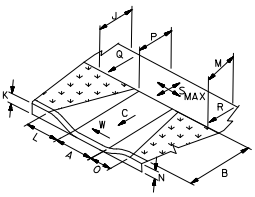
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



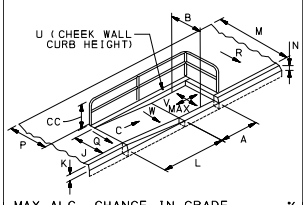
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



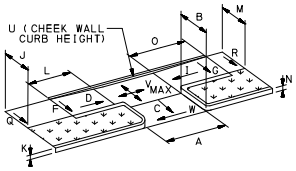
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



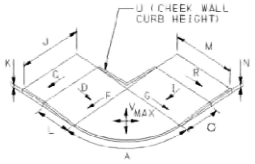
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



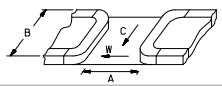
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

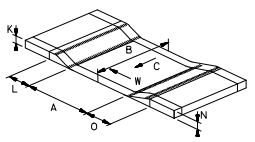
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	37	(IN)	
*	C	5.30	(%)	
*	D	999	(%)	utility pole
	E	999	(%)	utility pole
*	F	999	(%)	utility pole
*	G	7.00	(%)	
	H	8.40	(%)	
*	I	7.50	(%)	
*	J	149	(IN)	
	K	3	(IN)	
	L	50	(IN)	
*	M	152	(IN)	
	N	2	(IN)	
	O	33	(IN)	
*	P	48	(IN)	
*	Q	2.30	(%)	
*	R	4.30	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	2.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	48	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.80	(%)	
*	EE	2.70	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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DEPARTMENT OF TRANSPORTATION

N HANCOCK ST & W WESTMORELAND ST, PennDOT
Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

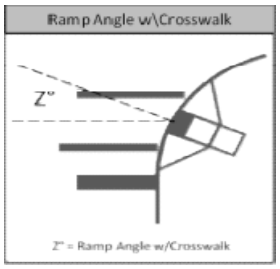
Insert Picture 3

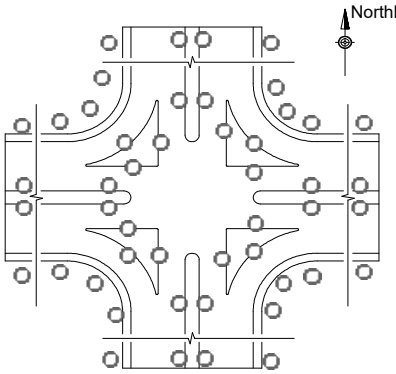
Insert Picture 6

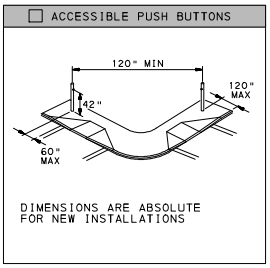
pennsylvania
DEPARTMENT OF TRANSPORTATION

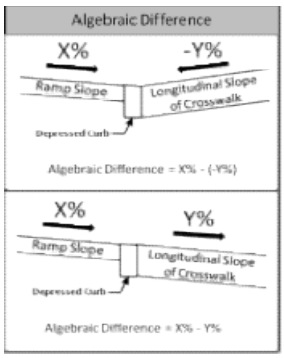
N HANCOCK ST & W WESTMORELAND ST,
PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2024	06	21		
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.				
Designer 2	Alex Long Bowman Consulting Group Ltd.				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	8.90	%	2.40	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		5	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	13.3		
Intersection Ramp # of #	6	8			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg	N HANCOCK	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	W WESTMORELAND	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	N HANCOCK	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	W WESTMORELAND	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







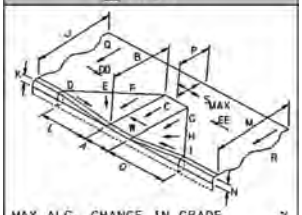


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-NHANCOCKSt-WWESTMORELANDSt-NHANCOCKSt-WWESTMORELANDSt-2024-06-21-14-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

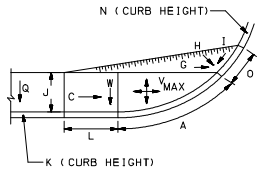
N HANCOCK ST & W WESTMORELAND ST,
PennDOT Location ID # 14

☐ TYPE 1



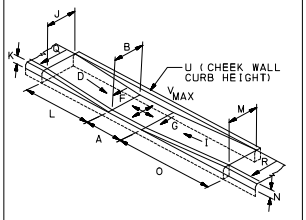
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



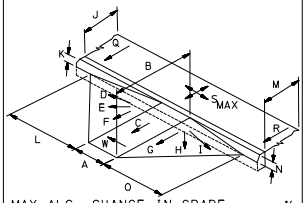
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



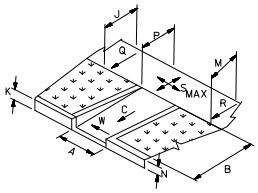
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



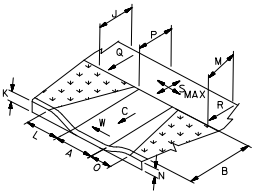
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



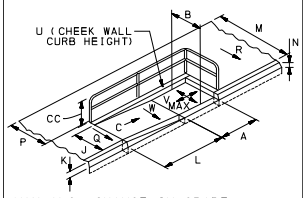
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



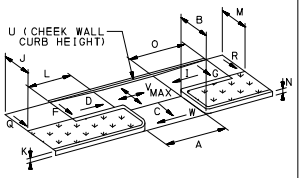
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



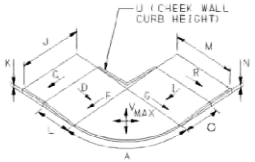
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



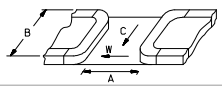
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

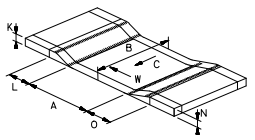
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	64	(IN)
*	C	4.40	(%)
*	D	6.90	(%)
	E	6.20	(%)
*	F	4.00	(%)
*	G	4.30	(%)
	H	6.30	(%)
*	I	6.30	(%)
*	J	149	(IN)
	K	2	(IN)
	L	36	(IN)
*	M	152	(IN)
	N	4	(IN)
	O	38	(IN)
*	P	48	(IN)
*	Q	2.30	(%)
*	R	4.30	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.80	(%)
*	EE	2.70	(%)

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments ▲

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DEPARTMENT OF TRANSPORTATION

N HANCOCK ST & W WESTMORELAND ST, PennDOT
Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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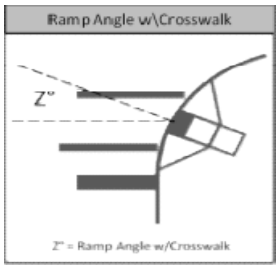
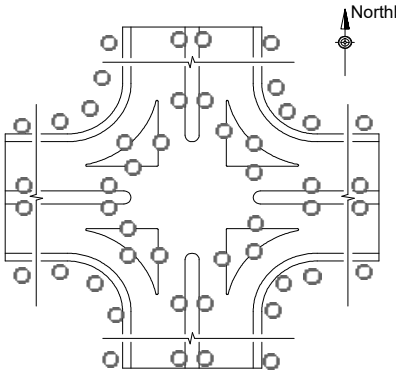
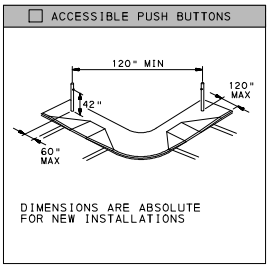
DEPARTMENT OF TRANSPORTATION

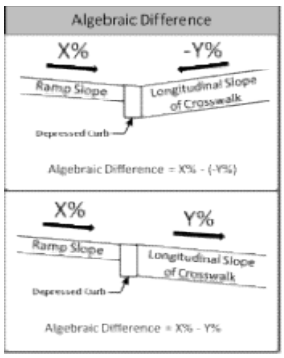
N HANCOCK ST & W WESTMORELAND ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2024	06	21		
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.				
Designer 2	Alex Long Bowman Consulting Group Ltd.				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	3.70	%	2.70	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	10.6		
Intersection Ramp # of #	7	8			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 1				
*North Leg	N HANCOCK	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	W WESTMORELAND	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	N HANCOCK	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	W WESTMORELAND	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







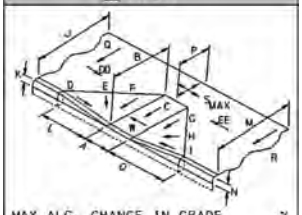


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-NHANCOCKSt-WWESTMORELANDSt-NHANCOCKSt-WWESTMORELANDSt-2024-06-21-17-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)		

pennsylvania
DEPARTMENT OF TRANSPORTATION

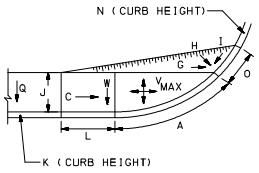
N HANCOCK ST & W WESTMORELAND ST,
PennDOT Location ID # 17

☐ TYPE 1



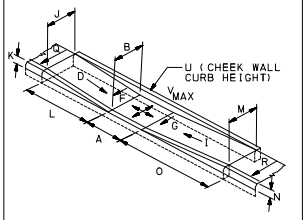
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



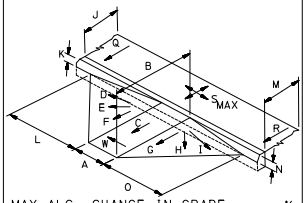
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



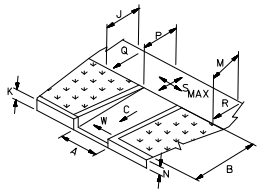
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



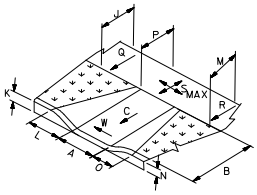
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



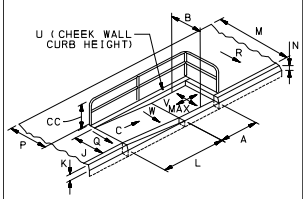
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



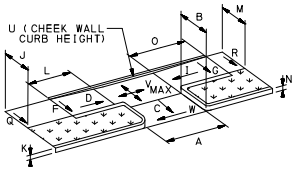
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



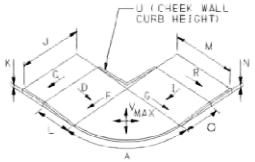
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



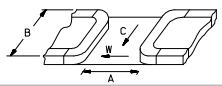
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

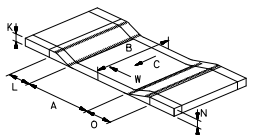
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	63	(IN)
*	C	6.90	(%)
*	D	3.00	(%)
	E	5.60	(%)
*	F	7.10	(%)
*	G	6.00	(%)
	H	9.10	(%)
*	I	9.90	(%)
*	J	134	(IN)
	K	4	(IN)
	L	48	(IN)
*	M	136	(IN)
	N	2	(IN)
	O	40	(IN)
*	P	48	(IN)
*	Q	3.80	(%)
*	R	1.10	(%)
*	S	1.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.10	(%)
*	EE	4.20	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

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DEPARTMENT OF TRANSPORTATION

N HANCOCK ST & W WESTMORELAND ST, PennDOT
Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

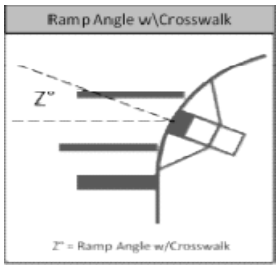
Insert Picture 3

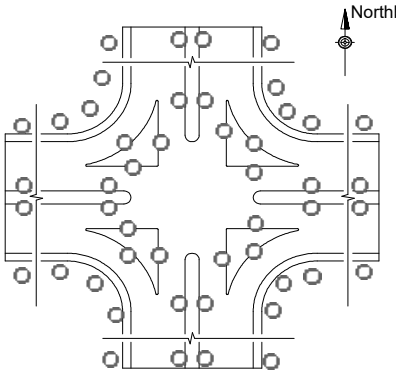
Insert Picture 6

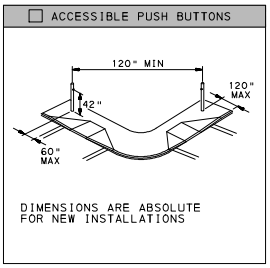
pennsylvania
DEPARTMENT OF TRANSPORTATION

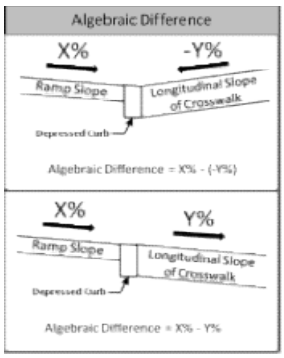
N HANCOCK ST & W WESTMORELAND ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2024	06	21			
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.					
Designer 2	Alex Long Bowman Consulting Group Ltd.					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	6.50	%	1.70	%		
Turning Maneuver in Street		Ramp Angle with Crosswalk		10	degrees	
Turning Maneuver at Top of Ramp (Smax)		Comments:				
ECMS #		Alg Δ Grade (%)	10.3			
Intersection Ramp # of #	8	8				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	N HANCOCK	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	W WESTMORELAND	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	N HANCOCK	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	W WESTMORELAND	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







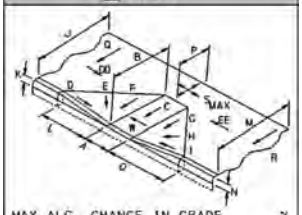


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-NHANCOCKSt-WWESTMORELANDSt-NHANCOCKSt-WWESTMORELANDSt-2024-06-21-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

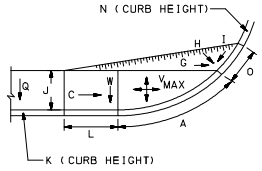
N HANCOCK ST & W WESTMORELAND ST,
PennDOT Location ID # 19

☐ TYPE 1



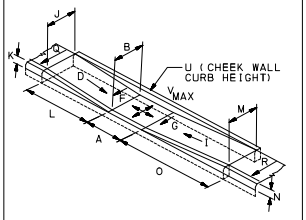
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



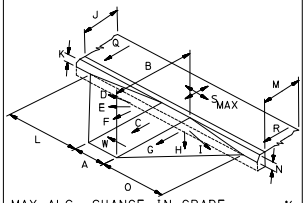
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



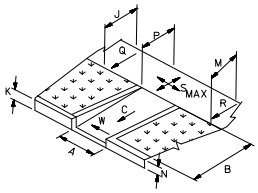
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



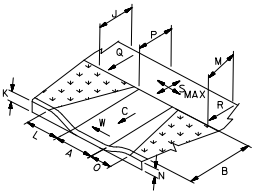
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



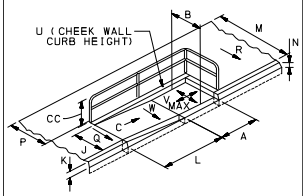
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



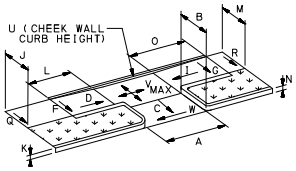
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



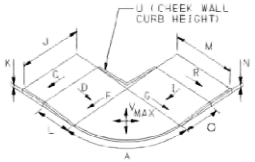
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



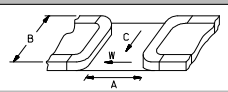
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

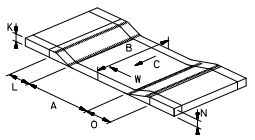
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	54	(IN)	
*	C	3.80	(%)	
*	D	7.00	(%)	
	E	5.10	(%)	
*	F	1.90	(%)	
*	G	999	(%)	nonwalkable
	H	999	(%)	nonwalkable
*	I	999	(%)	nonwalkable
*	J	134	(IN)	
	K	2	(IN)	
	L	22	(IN)	
*	M	136	(IN)	
	N	4	(IN)	
	O	28	(IN)	
*	P	48	(IN)	
*	Q	3.80	(%)	
*	R	1.10	(%)	
*	S		(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.10	(%)	
*	EE	4.20	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

pennsylvania
DEPARTMENT OF TRANSPORTATION

N HANCOCK ST & W WESTMORELAND ST, PennDOT
Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

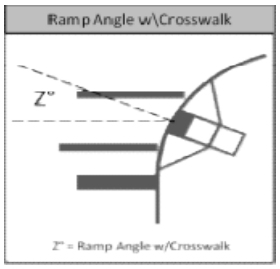
Insert Picture 3

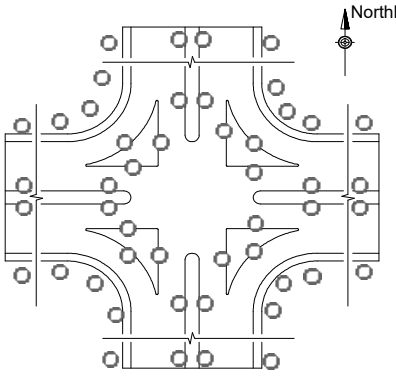
Insert Picture 6

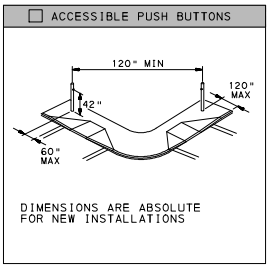
pennsylvania
DEPARTMENT OF TRANSPORTATION

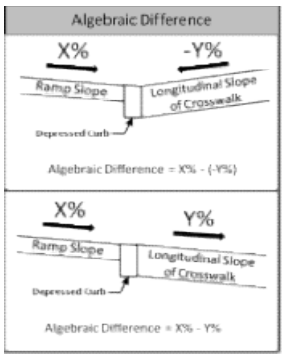
N HOWARD ST & W WESTMORELAND ST,
PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2024	06	21		
Designer 1	Robert Greenhill Bowman				
Designer 2	Alex Long Bowman				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	3.80	%	2.80	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		5	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	12.0		
Intersection Ramp # of #	2	8			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				
*North Leg	N HOWARD	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	W WESTMORELAND	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	N HOWARD	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	W WESTMORELAND	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







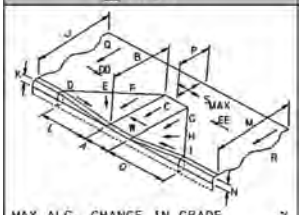


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-NHOWARDSt-WWESTMORELANDSt-NHOWARDSt-WWESTMORELANDSt-2024-06-21-4-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania
DEPARTMENT OF TRANSPORTATION

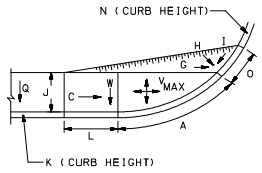
N HOWARD ST & W WESTMORELAND ST,
PennDOT Location ID # 4

☐ TYPE 1



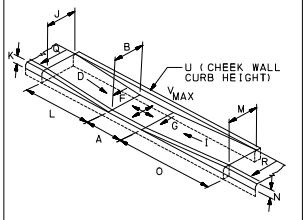
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



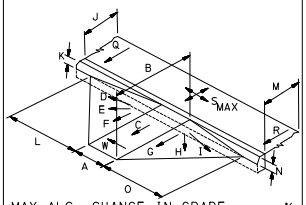
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



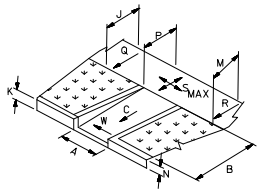
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



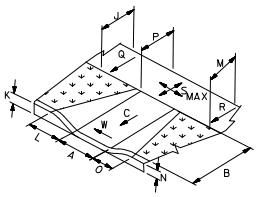
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



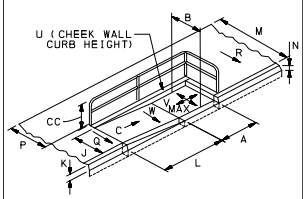
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



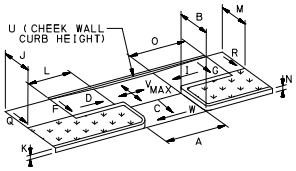
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



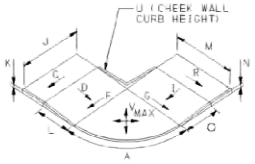
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



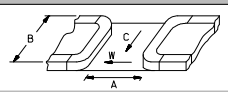
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

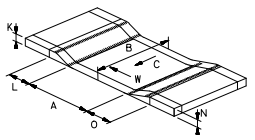
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	60	(IN)	
*	C	8.80	(%)	
*	D	9.70	(%)	
	E	11.60	(%)	
*	F	9.80	(%)	
*	G	9.60	(%)	
	H	11.20	(%)	
*	I	8.70	(%)	
*	J	48	(IN)	
	K	6	(IN)	
	L	36	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	46	(IN)	
*	P	48	(IN)	
*	Q	4.60	(%)	
*	R	3.70	(%)	
*	S	5.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.50	(%)	
*	EE	3.30	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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DEPARTMENT OF TRANSPORTATION

N HOWARD ST & W WESTMORELAND ST, PennDOT
Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Westmoreland Street and Howard Street	Ramp 04

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [x] Other 1 — Ramp slope > 2.00%
- [x] Other 2 — Landing slope > 8.33%
- [x] Other 3 — Curb Line Slope > 2.00%

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Anton Kuhner, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	1515 Market Street, Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
***Date Submitted:**	June 13, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	● Yes	○ No
Pedestrian Trip Generators	○ Yes	● No
Safety Concerns	○ Yes	● No
R9-3A "No Peds" Signs	○ Yes	● No
Existing Crosswalk	● Yes	○ No
Existing Sidewalk	● Yes	○ No
Existing Push Buttons	○ Yes	● No

ADT

Location Identification

Northbound

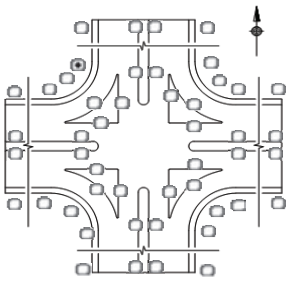
Howard Street — **SR North - Segment*

Howard Street — **SR South - Segment*

Westmoreland Street — **SR East - Segment*

Westmoreland Street — **SR West - Segment*

04 — Location #



Investigated design alternatives	Why alternative was not selected
1.) Extend ramp	Conflict with Building
2.) Locate Type 1 curb ramp further south	Conflict with existing city inlet.
3.) Build up further in front of ramp	City requires constant slope within pavement adjustment

Alternative selected and description of what requirement is not met

A Type 1 curb ramp has been designed at this location. Maximum ramp slope of 8.33%, maximum DWS transition strip of 5.00%, landing slope of 2.00%, and maximum curbline slope of 2.00% is not met, and therefore the ramp has been designed with a maximum ramp slope of 12.65%, a maximum DWS transition strip of 9.00 %, landing slope of 5.00%, and a curbline slope of 2.51%.

ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

1/30/2024 — ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

Sunil Gill 01/30/2024 — District ADE of Design - Date

TIF #: TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Howard Street-Howard Street-Westmoreland Street-Westmoreland S

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Westmoreland Street and Howard Street	Ramp 04

Investigated Design Alternative #1

It is technically infeasible to meet this requirement because of the close proximity of an existing building structure on this corner. In order to negate impacts to the adjacent building's access as well as provide reasonable grades within the transition areas it is necessary to construct the curb line slope of 2.51%, maximum DWS transition slope of 9.00%, ramp with a slope of 12.65% and landing slope of 5.00% because of existing building at corner.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the south; however shifting the curb ramp further to the south would create a conflict with the adjacent ramp. As a result of this consideration this alternative was eliminated,

Investigated Design Alternative #3

Consideration was given to build up further in front of the ramp; however the City requires a constant slope within the pavement adjustment. Building up further in front of the ramp would remove this condition. As a result of this consideration, this alternative was eliminated.

Summary

City of Philadelphia requirements dictate a Type 1 curb ramp has a cross slope of 2.00%, maximum ramp slope of 8.33%, maximum DWS transition strip of 5.00%, and a maximum curbline slope of 2.00%. It is technically infeasible to meet this requirement at this location due to the existing building structure on this corner. The ramp has been designed with a maximum DWS transition slope of 9.00%and ramp slope of 12.65%, a DWS transition strip of 9.00%, a landing slope of 5.00%, and a curbline slope of 2.51%. This design provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Howard Street-Howard Street-Westmoreland Street-*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

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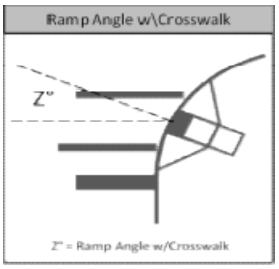
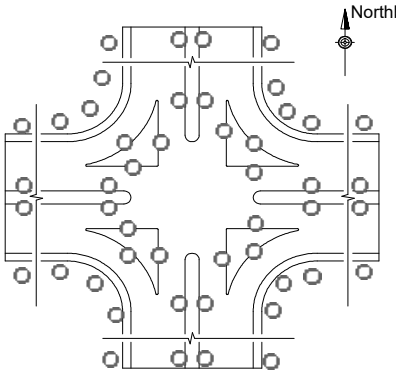
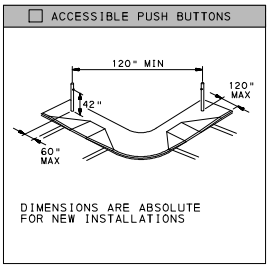
DEPARTMENT OF TRANSPORTATION

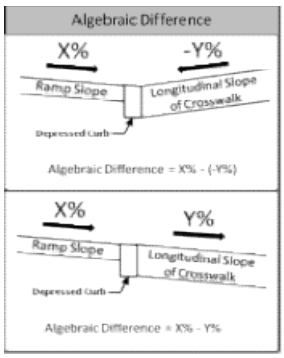
N HOWARD ST & W WESTMORELAND ST,
PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2024	06	21		
Designer 1	Robert Greenhill Bowman				
Designer 2	Alex Long Bowman				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.90	%	1.20	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		20	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	13.3		
Intersection Ramp # of #	3	8			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				
*North Leg	N HOWARD	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	W WESTMORELAND	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	N HOWARD	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	W WESTMORELAND	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-NHOWARDSt-WWESTMORELANDSt-NHOWARDSt-WWESTMORELANDSt-2024-06-21-7-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)				

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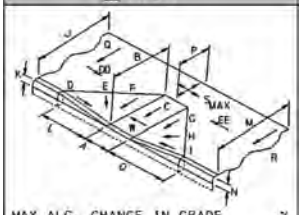
DEPARTMENT OF TRANSPORTATION

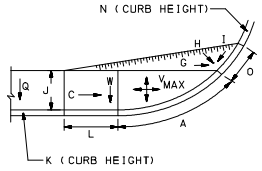
N HOWARD ST & W WESTMORELAND ST,
PennDOT Location ID # 7

☐ TYPE 1



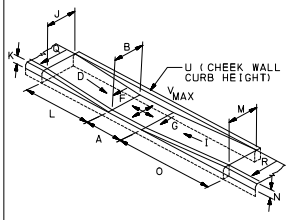
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



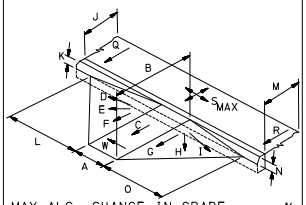
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



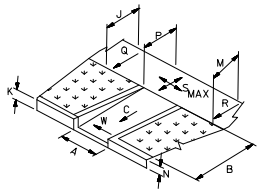
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



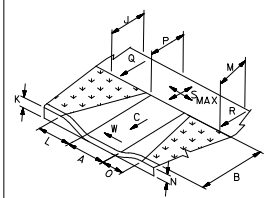
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



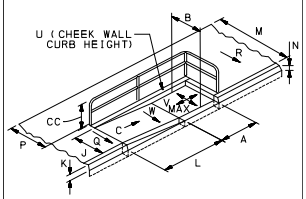
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



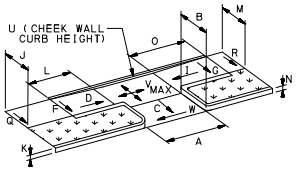
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



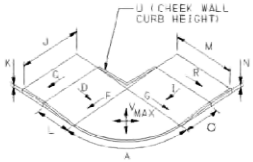
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



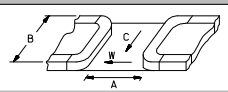
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

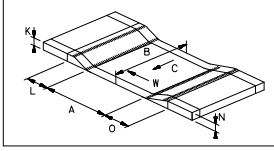
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	28	(IN)	
*	C	11.50	(%)	
*	D	16.30	(%)	
	E	15.70	(%)	
*	F	11.50	(%)	999?
*	G	11.75	(%)	
	H	10.80	(%)	
*	I	9.00	(%)	
*	J	48	(IN)	
	K	7	(IN)	
	L	22	(IN)	
*	M	48	(IN)	
	N	3	(IN)	
	O	42	(IN)	
*	P	48	(IN)	
*	Q	5.40	(%)	
*	R	2.30	(%)	
*	S	7.20	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.60	(%)	
*	EE	0.10	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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DEPARTMENT OF TRANSPORTATION

N HOWARD ST & W WESTMORELAND ST, PennDOT
Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Westmoreland Street and Howard Street	Ramp 07

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [x] Other 1 — Ramp slope > 8.33%
- [x] Other 2 — Landing slope > 2.00%
- [x] Other 3 — Flare slope > 10.00%
- X Other — Ramp angle > 22.00 degrees

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Anton Kuhner, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	1515 Market Street, Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
***Date Submitted:**	June 13, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	○ Yes	○ No
Pedestrian Trip Generators	○ Yes	○ No
Safety Concerns	○ Yes	○ No
R9-3A "No Peds" Signs	○ Yes	○ No
Existing Crosswalk	○ Yes	○ No
Existing Sidewalk	○ Yes	○ No
Existing Push Buttons	○ Yes	○ No

ADT

Location Identification

Northbound

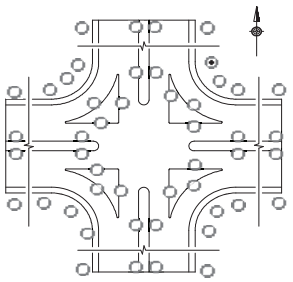
Howard Street — **SR North - Segment*

Howard Street — **SR South - Segment*

Westmoreland Street — **SR East - Segment*

Westmoreland Street — **SR West - Segment*

07 — Location #



Investigated design alternatives	Why alternative was not selected
1.) Extend ramp	Conflict with Building
2.) Locate Type 1 curb ramp further north	Conflict with existing city inlet.
3.) Build up further in front of ramp	City requires constant slope within pavement adjustment.

Alternative selected and description of what requirement is not met

A Type 1 curb ramp has been designed at this location. Maximum ramp slope of 8.33%, landing slope of 2.00%,flare slope of 10.00% and 22 degrees ramp angle is not met, and therefore the ramp has been designed with a maximum ramp slope of 11.75%, landing slope of 7.90%, flare slope of 17.05% and ramp angle required for this ramp with City inlet where it is in reference to it is 30 degrees.

ADA Review Committee Recommendation

- [x] Approved
- ○ Denied

1/30/2024 — ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- ○ Denied

Sunil Gill 01/30/2024 — District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Howard Street-Howard Street-Westmoreland Street-Westmoreland S*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Westmoreland Street and Howard Street	Ramp 07

Investigated Design Alternative #1

It is technically infeasible to meet this requirement because of the close proximity of an existing building structure on this corner. In order to negate impacts to the adjacent building's access as well as provide reasonable grades within the transition areas it is necessary to construct the ramp with a slope of 11.75%, landing slope of 7.90% and flare slope of 17.05% because of existing building at corner.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the north; however shifting the curb ramp further to the north would create a conflict with the existing city inlet. As a result of this consideration this alternative was eliminated,

Investigated Design Alternative #3

Consideration was given to build up further in front of the ramp; however the City requires a constant slope within the pavement adjustment. Building up further in front of the ramp would remove this condition. As a result of this consideration, this alternative was eliminated.

Summary

City of Philadelphia requirements dictate a Type 1 curb ramp has a slope of 8.33%, landing slope of 2.00%, Flare slope of 10.00% and Ramp slope of 22 degrees. It is technically infeasible to meet this requirement at this location due to the existing building structure on this corner. The ramp has been designed with a maximum slope of 11.75%, landing slope of 7.90%, flare slope of 17.05% and ramp angle of 30 degrees. This design provides access to the maximum extent feasible.

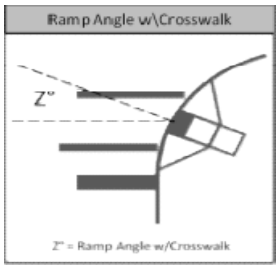
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Howard Street-Howard Street-Westmoreland Street-W*

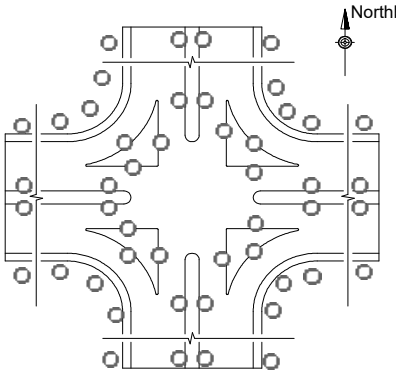
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

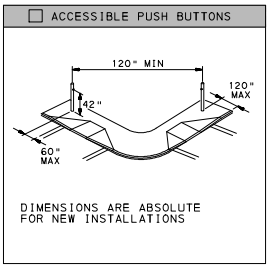
pennsylvania
DEPARTMENT OF TRANSPORTATION

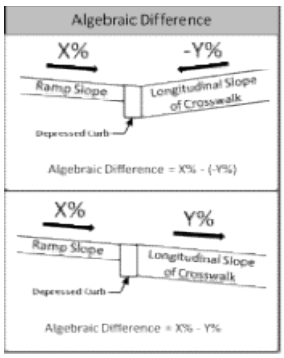
N HOWARD ST & W WESTMORELAND ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2024	06	21		
Designer 1	Robert Greenhill Bowman				
Designer 2	Alex Long Bowman				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	6.70	%	0.70	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		29	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	12.3		
Intersection Ramp # of #	5	8	tif		
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				
*North Leg	N HOWARD	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	W WESTMORELAND	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	N HOWARD	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	W WESTMORELAND	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







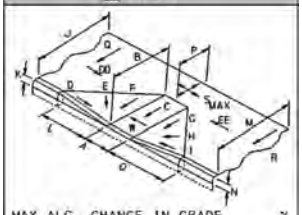


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-NHOWARDSt-WWESTMORELANDSt-NHOWARDSt-WWESTMORELANDSt-2024-06-21-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)		

pennsylvania
DEPARTMENT OF TRANSPORTATION

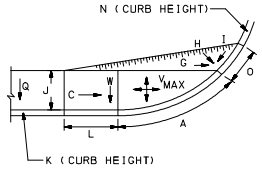
N HOWARD ST & W WESTMORELAND ST,
PennDOT Location ID # 12

☐ TYPE 1



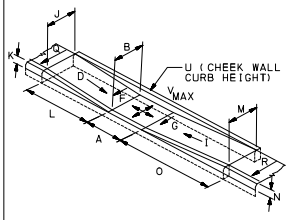
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



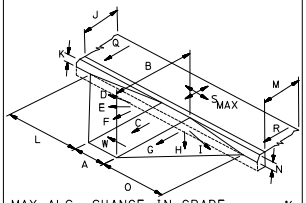
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



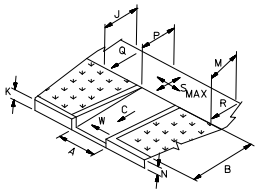
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



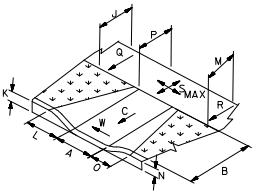
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



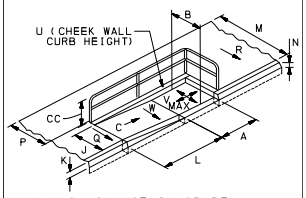
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



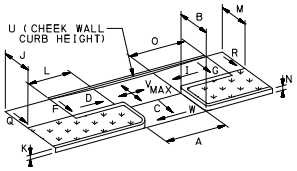
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



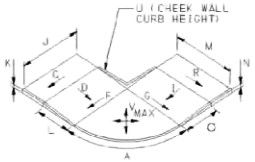
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



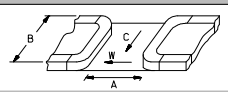
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

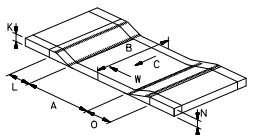
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	48	(IN)	
*	C	5.60	(%)	
*	D	999	(%)	pole
	E	999	(%)	pole
*	F	999	(%)	pole
*	G	6.40	(%)	
	H	8.80	(%)	
*	I	6.60	(%)	
*	J	48	(IN)	
	K	4	(IN)	
	L	50	(IN)	
*	M	48	(IN)	
	N	3	(IN)	
	O	46	(IN)	
*	P	48	(IN)	
*	Q	0.60	(%)	
*	R	2.20	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	48	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.30	(%)	
*	EE	4.50	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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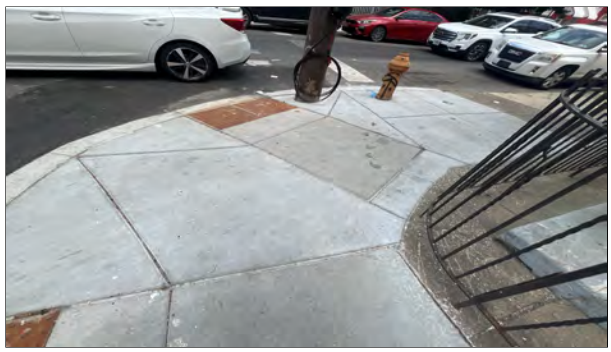
DEPARTMENT OF TRANSPORTATION

N HOWARD ST & W WESTMORELAND ST, PennDOT
Location ID # 12



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Westmoreland Street and Howard Street	Ramp 12

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [x] Other 1 — Ramp angle > 22 degrees
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Anton Kuhner, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	1515 Market Street, Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
***Date Submitted:**	June 13, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	● Yes	○ No
Pedestrian Trip Generators	○ Yes	● No
Safety Concerns	○ Yes	● No
R9-3A "No Peds" Signs	○ Yes	● No
Existing Crosswalk	● Yes	○ No
Existing Sidewalk	● Yes	○ No
Existing Push Buttons	○ Yes	● No

ADT

Location Identification

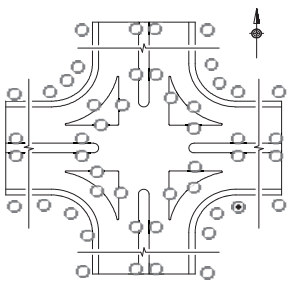
Howard Street — **SR North - Segment*

Howard Street — **SR South - Segment*

Westmoreland Street — **SR East - Segment*

Westmoreland Street — **SR West - Segment*

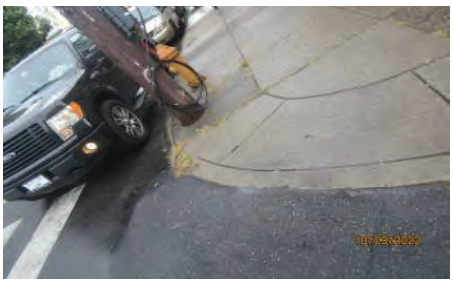
12 — Location #



Investigated design alternatives	Why alternative was not selected
1.) Extend ramp	Conflict with Building
2.) Locate Type 1 curb ramp further east	Conflict with utility pole.
3.) Build up further in front of ramp	City requires curb slope remain 1.00% or greater.

Alternative selected and description of what requirement is not met

A Type 1 curb ramp has been designed at this location. Maximum ramp angle of 22 degrees is not met, and therefore the ramp has been designed with a maximum ramp angle of 29 degrees.



ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

1/30/2024 — ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

Sunil Gill 01/30/2024 — District ADE of Design - Date

TIF #: TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Howard Street-Howard Street-Westmoreland Street-Westmoreland S

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Westmoreland Street and Howard Street	Ramp 12

Investigated Design Alternative #1

It is technically infeasible to meet this requirement because of the close proximity of an existing building structure on this corner. In order to negate impacts to the adjacent building's access as well as provide reasonable grades within the transition areas it is necessary to construct the ramp with an angle of 29 degees because of existing building at corner.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the east; however shifting the curb ramp further to the east would create a conflict with the existing utility pole. As a result of this consideration this alternative was eliminated,

Investigated Design Alternative #3

Consideration was given to build up further in front of the ramp; however the City requires a curb slope to be 1.00% or higher. Building up further in front of the ramp would remove this condition. As a result of this consideration, this alternative was eliminated.

Summary

City of Philadelphia requirements dictate a Type 1 curb ramp has an angle of 22 degrees. It is technically infeasible to meet this requirement at this location due to the existing building structure on this corner. The ramp has been designed with a maximum angle of 29 degrees. This design provides access to the maximum extent feasible.

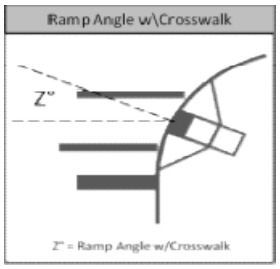
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Howard Street-Howard Street-Westmoreland Street-W*

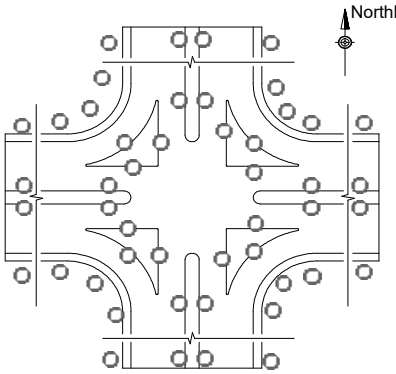
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

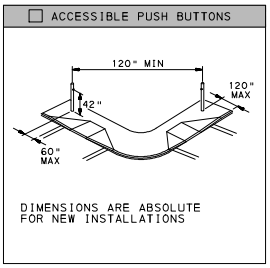
pennsylvania
DEPARTMENT OF TRANSPORTATION

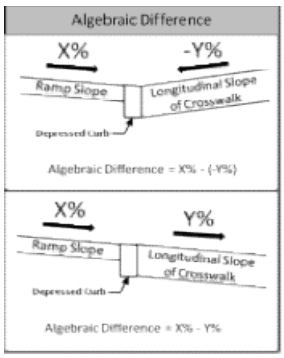
N HOWARD ST & W WESTMORELAND ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2024	06	21		
Designer 1	Robert Greenhill Bowman				
Designer 2	Alex Long Bowman				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	4.90	%	0.70	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	8.0		
Intersection Ramp # of #	7	8			
*Ramp Location (Use Figure Below)		19			
*Curb Ramp Type	Type 1				
*North Leg	N HOWARD	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	W WESTMORELAND	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	N HOWARD	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	W WESTMORELAND	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







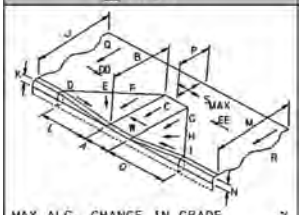


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-NHOWARDSt-WWESTMORELANDSt-NHOWARDSt-WWESTMORELANDSt-2024-06-21-19-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

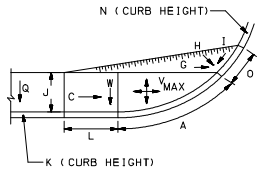
N HOWARD ST & W WESTMORELAND ST,
PennDOT Location ID # 19

☐ TYPE 1



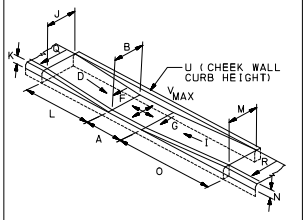
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



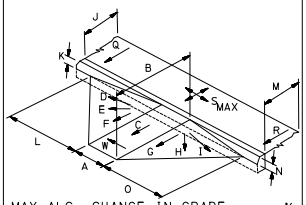
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



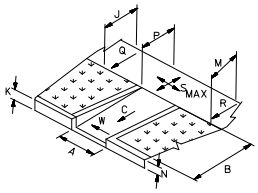
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



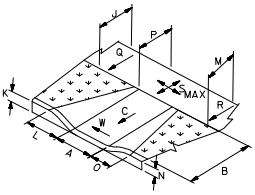
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



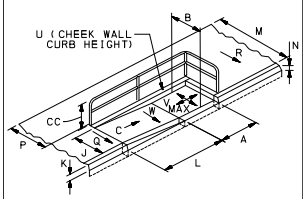
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



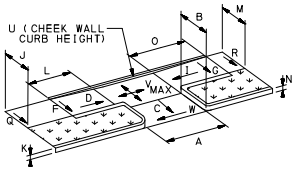
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



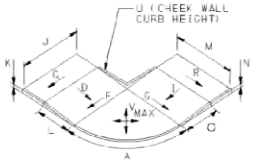
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



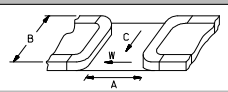
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

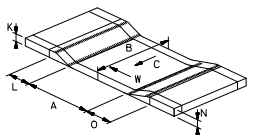
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	24	(IN)
*	C	3.10	(%)
*	D	4.00	(%)
	E	5.30	(%)
*	F	3.50	(%)
*	G	2.30	(%)
	H	6.30	(%)
*	I	7.00	(%)
*	J	48	(IN)
	K	3	(IN)
	L	47	(IN)
*	M	48	(IN)
	N	4	(IN)
	O	45	(IN)
*	P	48	(IN)
*	Q	2.30	(%)
*	R	1.30	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.70	(%)
*	EE	2.80	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

na

C-06-101-60000-NHOWARDSt-WWESTMORELANDSt-NHOWARDSt-WWESTMORELANDSt-2024-06-21-19-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

N HOWARD ST & W WESTMORELAND ST, PennDOT
Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

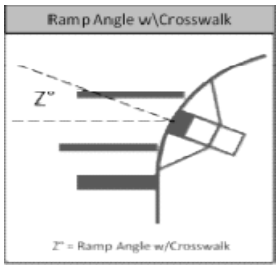
Insert Picture 3

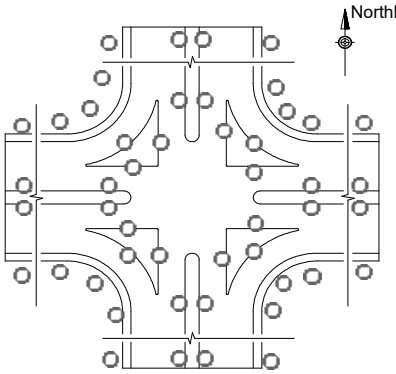
Insert Picture 6

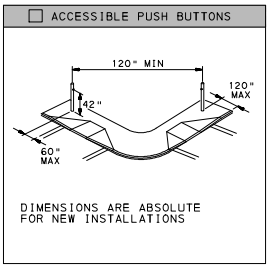
pennsylvania
DEPARTMENT OF TRANSPORTATION

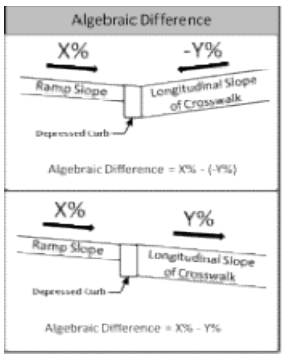
N LEE ST & E TIOGA ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2024	06	20			
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.					
Designer 2	Alex Long Bowman Consulting Group Ltd.					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	4.30	%	0.90	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	11.9			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		04				
*Curb Ramp Type	Type 1					
*North Leg	N LEE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E TIOGA	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	N LEE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E TIOGA	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







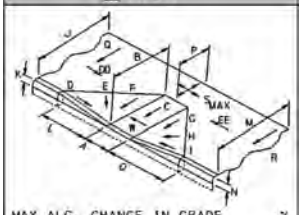


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-NLEESt-ETIOGASt-NLEESt-ETIOGASt-2024-06-20-4-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

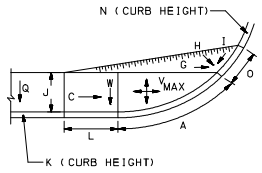
N LEE ST & E TIOGA ST, PennDOT Location ID # 4

☐ TYPE 1



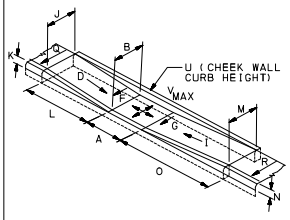
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



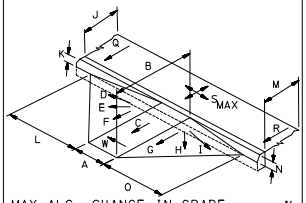
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



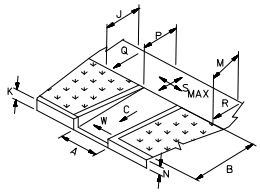
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



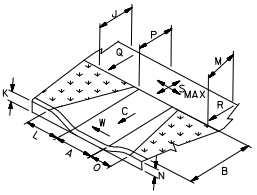
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



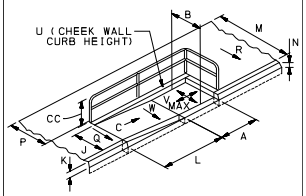
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



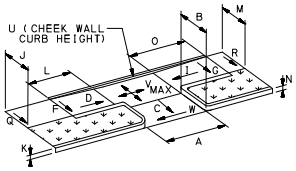
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



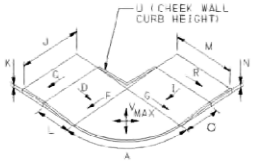
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



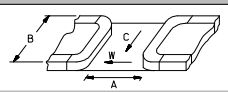
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

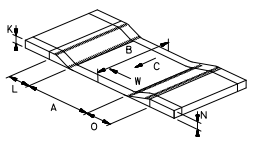
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	60	(IN)
*	C	7.50	(%)
*	D	6.10	(%)
	E	6.60	(%)
*	F	6.80	(%)
*	G	6.30	(%)
	H	8.50	(%)
*	I	8.00	(%)
*	J	80	(IN)
	K	7	(IN)
	L	44	(IN)
*	M	111	(IN)
	N	3	(IN)
	O	45	(IN)
*	P	48	(IN)
*	Q	1.70	(%)
*	R	3.00	(%)
*	S	1.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	168	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.30	(%)
*	EE	3.20	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

pennsylvania
DEPARTMENT OF TRANSPORTATION

N LEE ST & E TIOGA ST, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

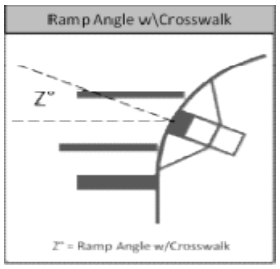
Insert Picture 3

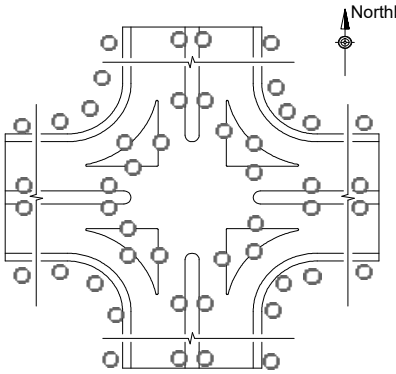
Insert Picture 6

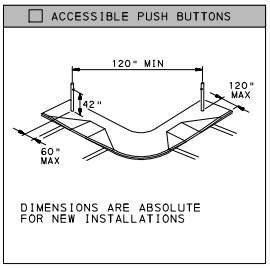
pennsylvania DEPARTMENT OF TRANSPORTATION

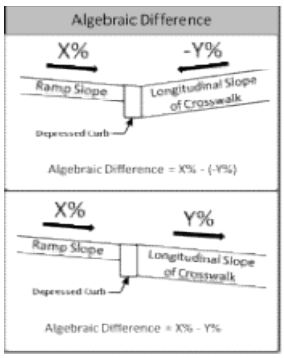
N LEE ST & E TIOGA ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2024	06	20			
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.					
Designer 2	Alex Long Bowman Consulting Group Ltd.					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.50	%	1.30	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.3			
Intersection Ramp # of #		1	2			
*Ramp Location (Use Figure Below)			07			
*Curb Ramp Type	Type 1					
*North Leg	N LEE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E TIOGA	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	N LEE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E TIOGA	(segment)	(offset)			
*West Leg Desc.						
Ramp Coordinates	Latitude					
	Longitude					







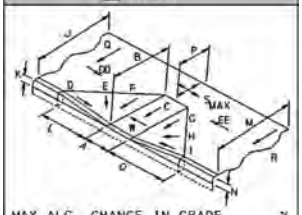


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-NLEESt-ETIOGASt-NLEESt-ETIOGA-2024-06-20-7-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania
DEPARTMENT OF TRANSPORTATION

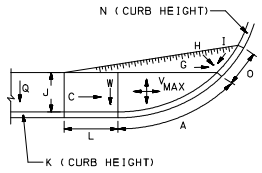
N LEE ST & E TIOGA ST, PennDOT Location ID # 7

☐ TYPE 1



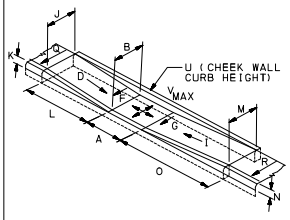
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



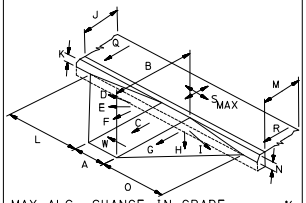
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



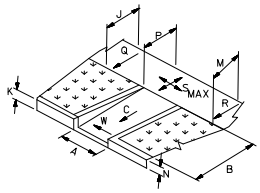
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



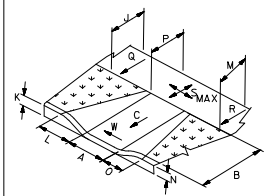
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



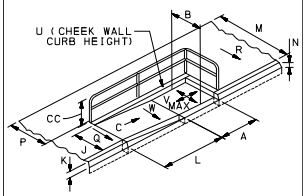
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



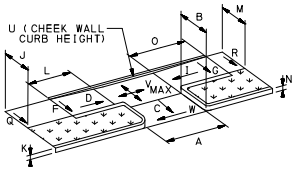
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



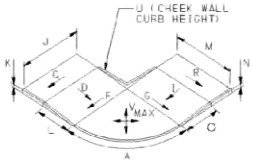
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



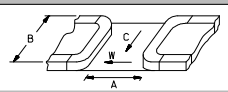
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

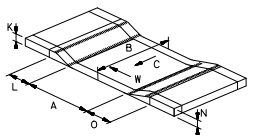
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	58	(IN)
*	C	7.80	(%)
*	D	5.20	(%)
	E	8.10	(%)
*	F	6.40	(%)
*	G	8.00	(%)
	H	5.80	(%)
*	I	2.50	(%)
*	J	106	(IN)
	K	4	(IN)
	L	48	(IN)
*	M	84	(IN)
	N	2	(IN)
	O	46	(IN)
*	P	48	(IN)
*	Q	5.40	(%)
*	R	7.30	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
*	Y		(IN)
*	YY	171	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.80	(%)
*	EE	0.60	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

pennsylvania
DEPARTMENT OF TRANSPORTATION

N LEE ST & E TIOGA ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

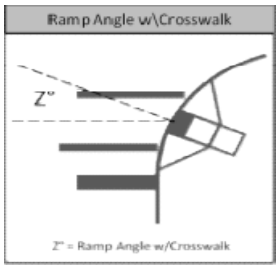
Insert Picture 3

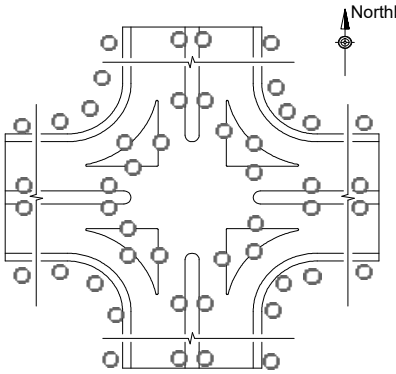
Insert Picture 6

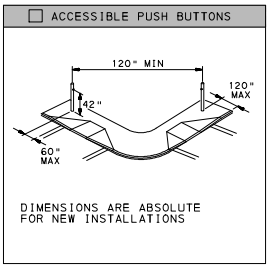
pennsylvania DEPARTMENT OF TRANSPORTATION

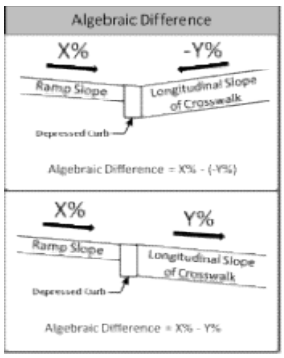
N LEE ST & E TIOGA ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2024	06	25			
Designer 1	Nazir Vasquez Bowman Consulting Group, Ltd.					
Designer 2	Alex Long Bowman Consulting Group, Ltd.					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	2.20	%	2.70	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.6			
Intersection Ramp # of #	4	4				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 1					
*North Leg	N LEE	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E TIOGA	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	N LEE	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E TIOGA	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







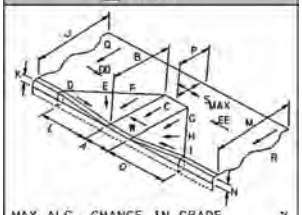


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-NLEESt-ETIOGASt-NLEESt-ETIOGASt-2024-06-25-14-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

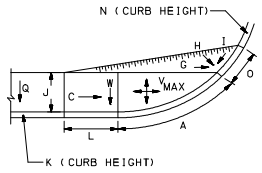
N LEE ST & E TIOGA ST, PennDOT Location ID # 14

☐ TYPE 1



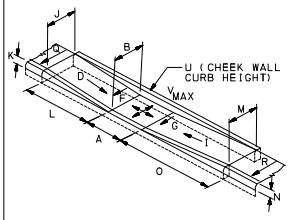
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



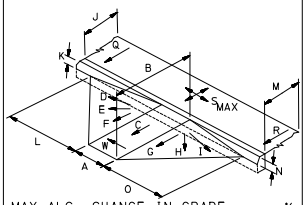
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



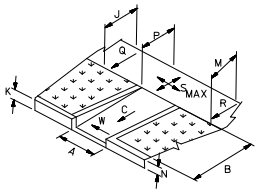
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



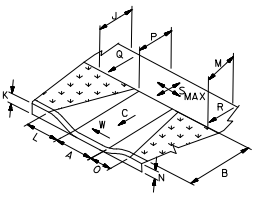
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



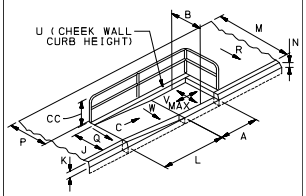
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



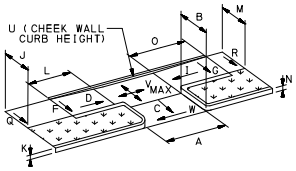
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



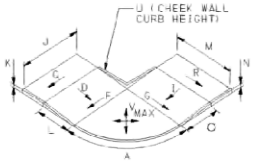
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



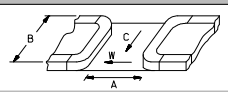
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

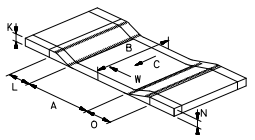
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	88	(IN)	
*	C	6.40	(%)	
*	D	10.00	(%)	
	E	8.60	(%)	
*	F	5.90	(%)	
*	G	999	(%)	nonwalkable
	H	999	(%)	nonwalkable
*	I	999	(%)	nonwalkable
*	J	84	(IN)	
	K	4	(IN)	
	L	38	(IN)	
*	M	112	(IN)	
	N	4	(IN)	
	O	39	(IN)	
*	P	48	(IN)	
*	Q	4.70	(%)	
*	R	5.40	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	132	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.70	(%)	
*	EE	1.60	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-NLEESt-ETIOGASt-NLEESt-ETIOGASt-2024-06-25-14-Type1

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DEPARTMENT OF TRANSPORTATION

N LEE ST & E TIOGA ST, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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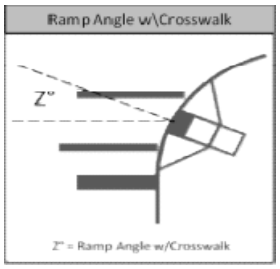
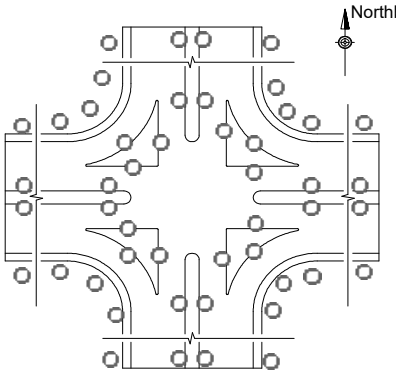
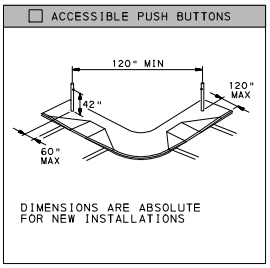
DEPARTMENT OF TRANSPORTATION

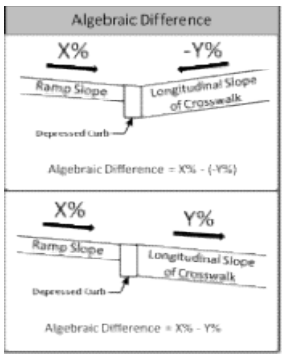
N LEE ST & E VENANGO ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2024	06	19		
Designer 1	Nazir Vasquez Bowman Consulting				
Designer 2	Alex Long Bowman Consulting				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	4.40	%	3.10	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	10.8		
Intersection Ramp # of #	1	2			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg	N LEE	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	E VENANGO	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	N LEE	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	E VENANGO	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







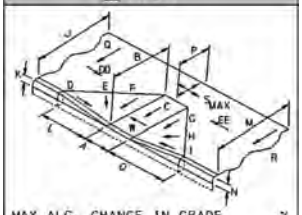


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-NLEESt-EVENANGOSt-NLEESt-EVENANGOSt-2024-06-19-14-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania
DEPARTMENT OF TRANSPORTATION

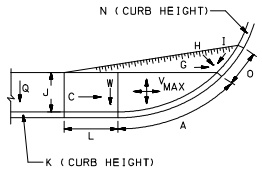
N LEE ST & E VENANGO ST, PennDOT Location
ID # 14

☐ TYPE 1



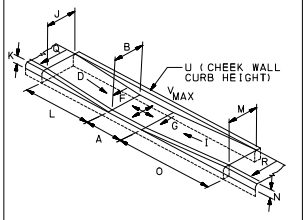
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



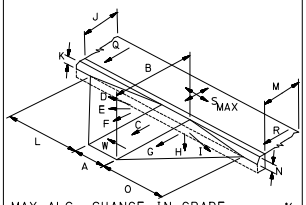
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



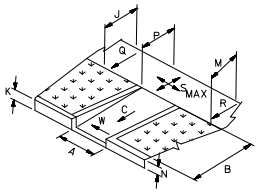
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



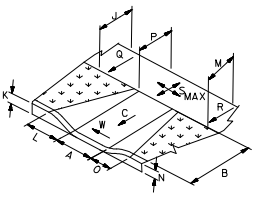
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



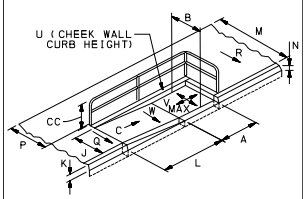
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



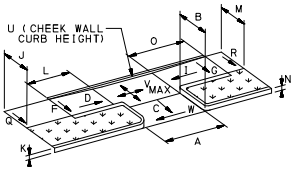
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



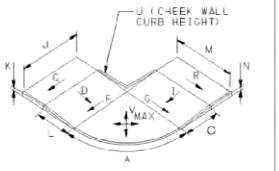
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



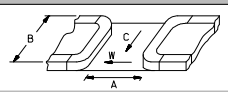
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

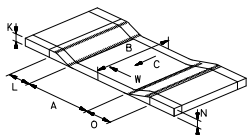
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	48	(IN)	
*	C	6.40	(%)	
*	D	7.60	(%)	
	E	8.60	(%)	
*	F	7.20	(%)	
*	G	6.20	(%)	
	H	5.80	(%)	
*	I	5.80	(%)	
*	J	146	(IN)	
	K	2	(IN)	
	L	43	(IN)	
*	M	110	(IN)	
	N	2	(IN)	
	O	34	(IN)	
*	P	48	(IN)	
*	Q	2.10	(%)	
*	R	1.10	(%)	
*	S	1.30	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	2.80	(%)	
*	X		(IN)	
*	Y	168	(IN)	
*	YY	168	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	na
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.90	(%)	
*	EE	6.20	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-NLEESt-EVENANGOSt-NLEESt-EVENANGOSt-2024-06-19-14-Type1

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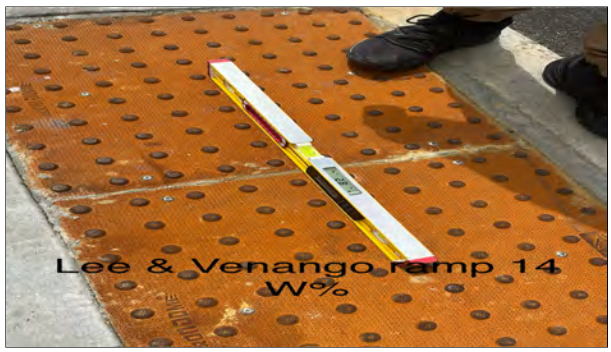
N LEE ST & E VENANGO ST, PennDOT Location ID # 14



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

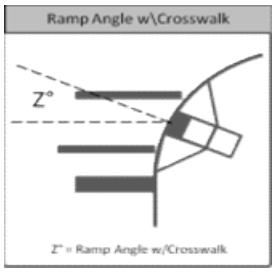
Insert Picture 6

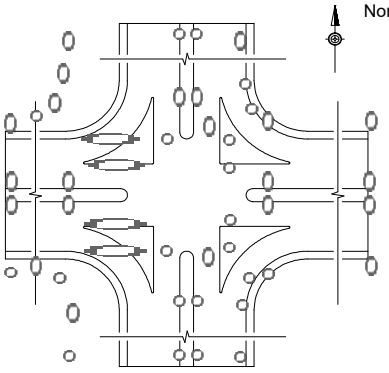
pennsylvania DEPARTMENT OF TRANSPORTATION

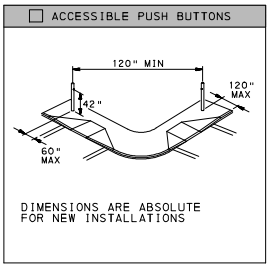
N LEE ST & E VENANGO ST, PennDOT Location ID # 17

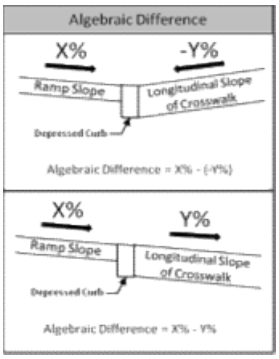
*Date of Design (yyyy mm dd)	2024	06	19		
Designer 1	Nazir Vasquez Bowman Consulting				
Designer 2	Alex Long Bowman Consulting				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	1.20	%	1.10	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	8.1		
Intersection Ramp # of #	2	2			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 1				

*North Leg	N LEE	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	E VENANGO	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	N LEE	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	E VENANGO	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







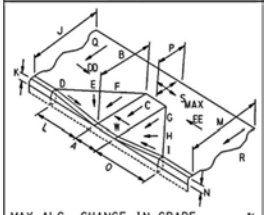


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons		N/A		
Sketch Used To Collect Field Information		No		
Asset # (auto)	C-06-101-60000-NLEESt-EVENANGOSt-NLEESt-EVENANGOSt-2024-06-19-17-Type1			
Status	Current			
Archive Ramp at location #:		N/A		
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

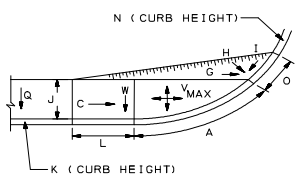
N LEE ST & E VENANGO ST, PennDOT Location
ID # 17

☐ TYPE 1



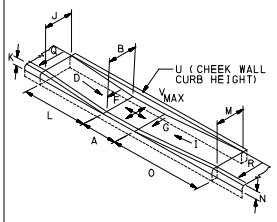
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



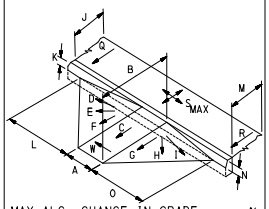
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



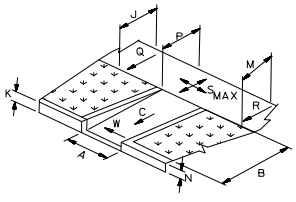
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



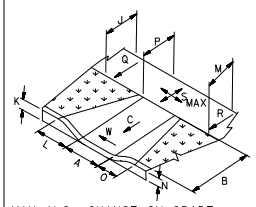
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



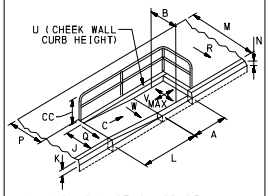
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



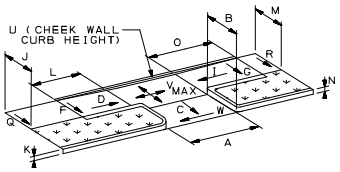
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



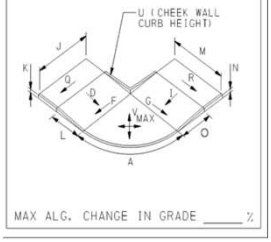
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



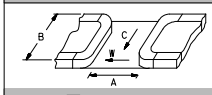
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

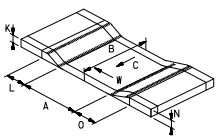
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	58	(IN)	
*	C	6.90	(%)	
*	D	1.50	(%)	
	E	6.20	(%)	
*	F	7.60	(%)	
*	G	6.60	(%)	
	H	10.70	(%)	
*	I	9.70	(%)	
*	J	120	(IN)	
	K	4	(IN)	
	L	48	(IN)	
*	M	128	(IN)	
	N	3	(IN)	
	O	41	(IN)	
*	P	48	(IN)	
*	Q	4.00	(%)	
*	R	3.20	(%)	
*	S	1.60	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	2.00	(%)	
*	X		(IN)	
*	Y	168	(IN)	
*	YY	168	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	No stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	6.00	(%)	
*	EE	4.50	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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DEPARTMENT OF TRANSPORTATION

N LEE ST & E VENANGO ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

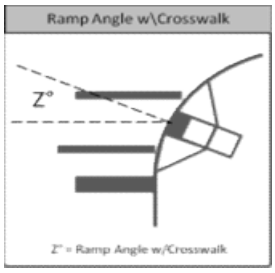
Insert Picture 6

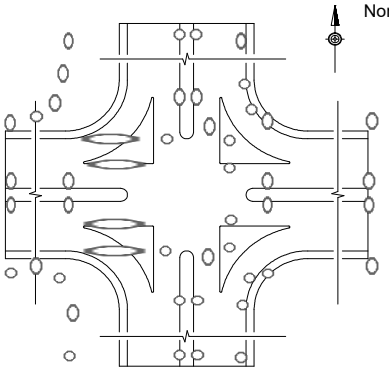
pennsylvania DEPARTMENT OF TRANSPORTATION

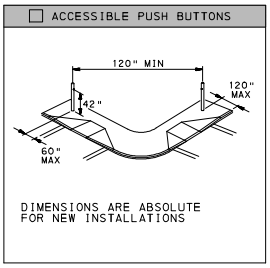
N LEE ST & E WESTMORELAND ST, PennDOT
Location ID # 4

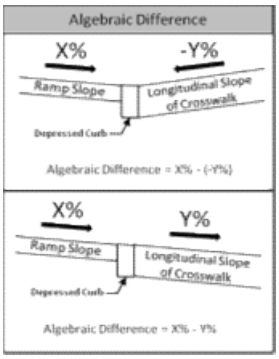
*Date of Design (yyyy mm dd)	2024	03	12		
Designer 1	Nazir Vasquez McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.50	%	2.50	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	8.8		
Intersection Ramp # of #	1	2			
*Ramp Location (Use Figure Below)	04				
*Curb Ramp Type	Type 1				

*North Leg	N LEE	(segment)	(offset)
*North Leg Desc.	St		
*East Leg		(segment)	(offset)
*East Leg Desc.			
*South Leg		(segment)	(offset)
*South Leg Desc.			
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		







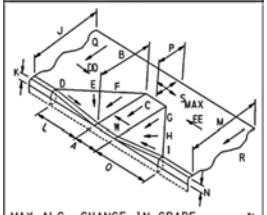


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-NLEESt-2024-03-12-4-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

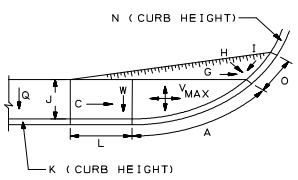
N LEE ST & E WESTMORELAND ST, PennDOT
Location ID # 4

☐ TYPE 1



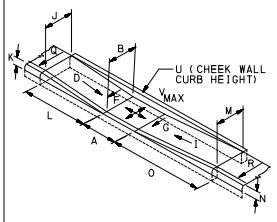
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



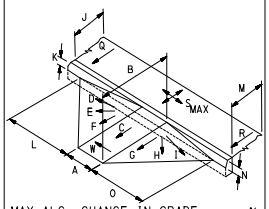
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



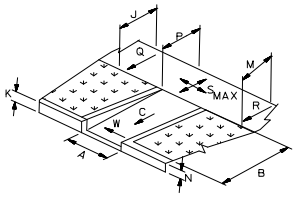
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



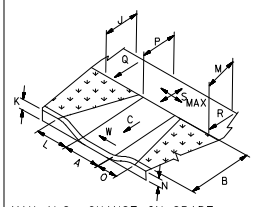
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



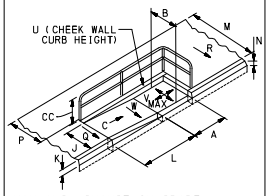
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



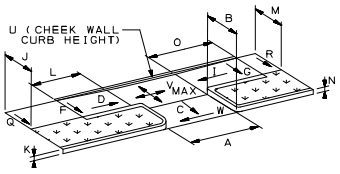
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



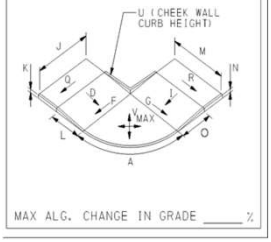
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



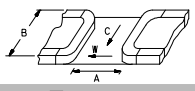
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

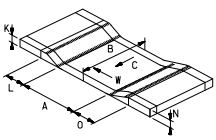
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	52	(IN)	
*	C	7.30	(%)	
*	D	6.90	(%)	
	E	9.60	(%)	
*	F	7.30	(%)	
*	G	999	(%)	stop sign
	H	999	(%)	stop sign
*	I	999	(%)	stop sign
*	J	140	(IN)	
	K	3	(IN)	
	L	38	(IN)	
*	M	97	(IN)	
	N	3	(IN)	
	O	66	(IN)	
*	P	56	(IN)	
*	Q	2.90	(%)	
*	R	4.10	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	2.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	56	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.50	(%)	
*	EE	3.70	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

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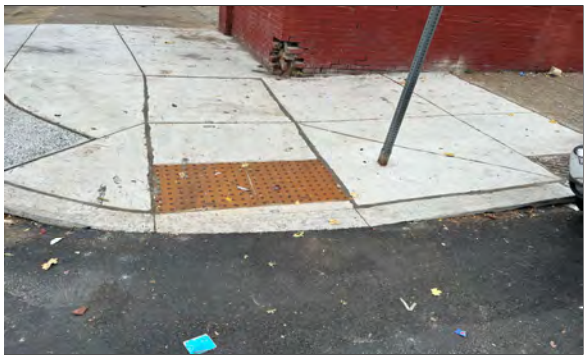
DEPARTMENT OF TRANSPORTATION

N LEE ST & E WESTMORELAND ST, PennDOT Location ID # 4



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

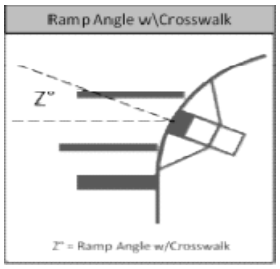
Insert Picture 3

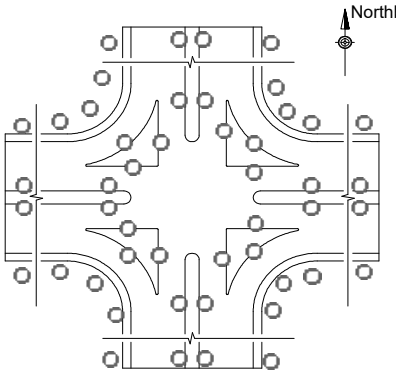
Insert Picture 6

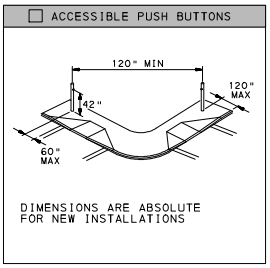
pennsylvania
DEPARTMENT OF TRANSPORTATION

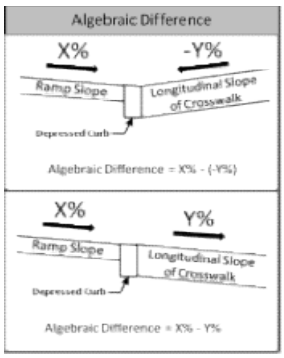
N WATER ST & E WESTMORELAND ST, PennDOT
Location ID # 7

*Date of Design (yyyy mm dd)	2024	06	21			
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.					
Designer 2	Alex Long Bowman Consulting Group Ltd.					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	2.00	%	1.40	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		27	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	11.7			
Intersection Ramp # of #	2	2	27 degrees			
*Ramp Location (Use Figure Below)		07				
*Curb Ramp Type	Type 1					
*North Leg	N WATER	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E WESTMORELAND	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	N WATER	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E WESTMORELAND	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-NWATERSt-EWESTMORELANDSt-NWATERSt-EWESTMORELANDSt-2024-06-21-7-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)			

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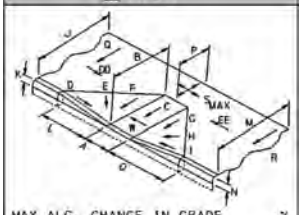
DEPARTMENT OF TRANSPORTATION

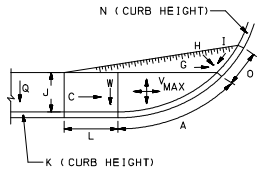
N WATER ST & E WESTMORELAND ST, PennDOT
Location ID # 7

☐ TYPE 1



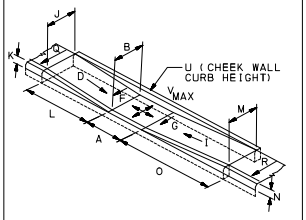
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



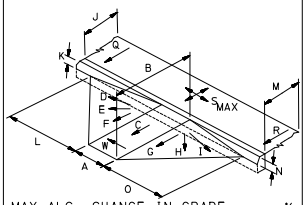
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



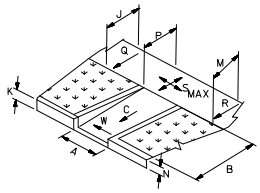
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



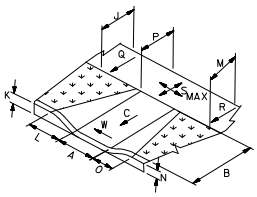
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



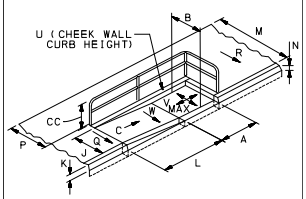
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



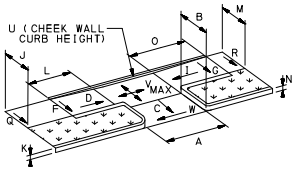
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



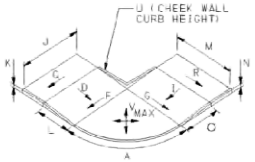
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



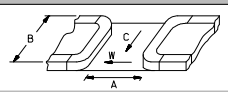
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

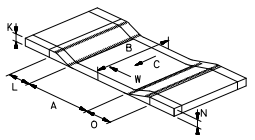
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	44	(IN)	
*	C	9.70	(%)	
*	D	999	(%)	nonwalkable
	E	999	(%)	nonwalkable
*	F	999	(%)	nonwalkable
*	G	999	(%)	breakaway
	H	999	(%)	breakaway
*	I	999	(%)	breakaway
*	J	48	(IN)	
	K	2	(IN)	
	L	63	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	41	(IN)	
*	P	48	(IN)	
*	Q	1.90	(%)	
*	R	1.60	(%)	
*	S	4.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	3.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	108	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.00	(%)	
*	EE	1.30	(%)	
	DWS Transition Strip	YES		
	DWS Transition Strip Slope (FF)	10.00	(%)	

C-06-101-60000-NWATERSt-EWESTMORELANDSt-NWATERSt-EWESTMORELANDSt-2024-06-21-7-Type1

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DEPARTMENT OF TRANSPORTATION

N WATER ST & E WESTMORELAND ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

E Westmoreland Street and N Water Street	Ramp 07

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Existing curbline slope > 2.00%
- [x] Other 1 — Ramp Slope > 8.33%
- [x] Other 2 — Landing Slope > 2.00%
- [x] Other 3 — Curbline Slope > 2.00%

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Helen Lam, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	1515 Market Street, Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
***Date Submitted:**	October 3, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	◉ Yes	○ No
Pedestrian Trip Generators	○ Yes	◉ No
Safety Concerns	○ Yes	◉ No
R9-3A "No Peds" Signs	○ Yes	◉ No
Existing Crosswalk	◉ Yes	○ No
Existing Sidewalk	◉ Yes	○ No

A Type 1 curb ramp has been d ○ Yes at th ◉ No on. 2.00 ADT

Location Identification

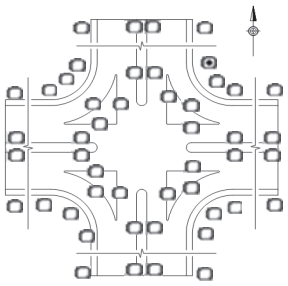
Northbound

N Water Street — **SR North - Segment*

N Water Street — **SR South - Segment*

E Westmoreland Street — **SR East - Segment*

E Westmoreland Street — **SR West - Segment*



07 — Location #

Investigated design alternatives	Why alternative was not selected
1.) Extend ramp.	Conflict with steps.
2.) Build up further infront of ramp	City requires constant slope within pavement adjustment
3.)Locate Type 1 curb further south	Conflict with existing city inlet.

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: maximum DWS transition strip slope of 5.00%, maximum longitudinal slope of 8.33%, maximum landing slope of 2.00%, ramp cross slope exceeds road slope, and therefore the ramp has been designed with a maximum DWS transition slope of 10.00%, a maximum longitudinal ramp slope of 11.39%, a maximum cross slope of 3.12%, and a maximum landing slope of 4.50%.

ADA Review Committee Recommendation

◉ Approved ○ Denied

12/29/2023 — ADA Review Committee Chair - Date

ADE of Design Approval Status

◉ Approved ○ Denied

01/02/2024 — District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-N Water Street-N Water Street-E Westmoreland Street-E Westmor*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

E Westmoreland Street and N Water Street	Ramp 07

Investigated Design Alternative #1

It is technically infeasible to meet the cross slope, ramp slope and landing slope requirements because of the location of the adjacent building structure at this corner. In order to negate impacts to the building's access as well as provide reasonable grading within the transition areas it is necessary to construct the ramp with a 3.12% cross slope, a 10.00% ramp slope and 4.50% landing slope.

Investigated Design Alternative #2

Consideration was given to build up further in front of the ramp; however the City requires a constant slope within the pavement adjustment. Building up further in front of the ramp would remove this condition. As a result of this consideration, this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to locate the proposed type 1 ramp further to the south; however shifting the curb ramp further to the south would create a conflict with the existing strom drain inlet. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum DWS transition ramp slope of 2.00%, a longitudinal slope of 8.33%, a maximum cross slope less than teh road slope, and a maximum landing slope of 2.00%. It is technically infeasible to meet these requirements due to the existing steps on this corner. The ramp has been designed with a maximum DWS Transition slope of 10.00%, a maximum ramp slope of 11.39%, a cross slope of 3.12% and a maximum landing slope of 4.50%. This design provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-N Water Street-N Water Street-E Westmoreland Stre*

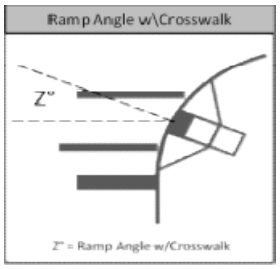
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

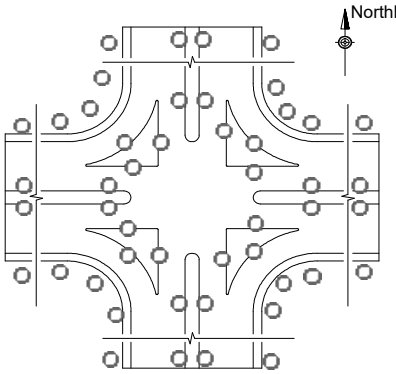
pennsylvania
DEPARTMENT OF TRANSPORTATION

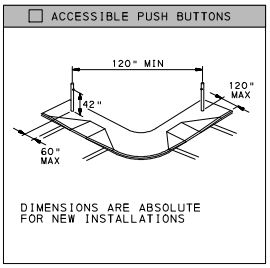
NORTHEAST AVE RAMP & WALLEY AVE, PennDOT
Location ID # 4

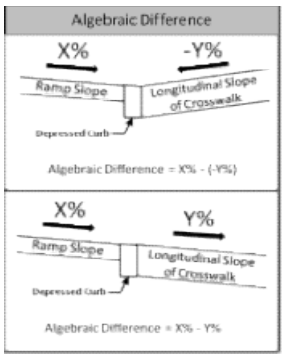
*Date of Design (yyyy mm dd)	2024	03	19		
Designer 1	Nazir Vasquez McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	5.50	%	3.10	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	13.1		
Intersection Ramp # of #	1	6			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 4A				

*North Leg	WALLEY	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg		(segment)	(offset)
*East Leg Desc.	Rd		
*South Leg	WALLEY	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg		(segment)	(offset)
*West Leg Desc.	Rd		
Ramp Coordinates	Latitude		
	Longitude		







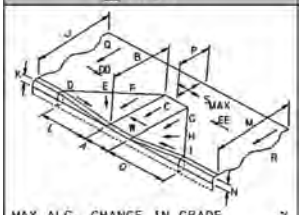


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-WALLEYAve-WALLEYAve-2024-03-19-4-Type4A		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

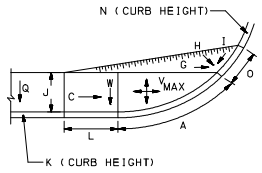
NORTHEAST AVE RAMP & WALLEY AVE,
PennDOT Location ID # 4

☐ TYPE 1



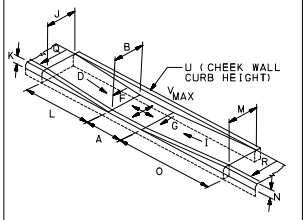
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



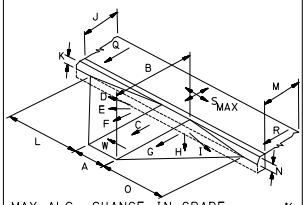
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



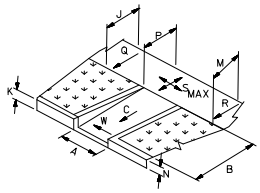
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



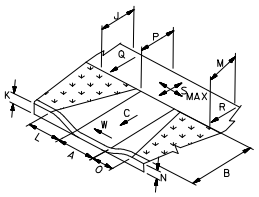
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



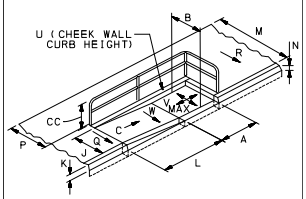
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



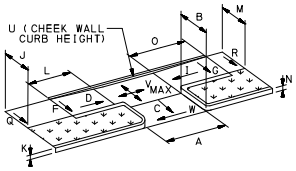
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



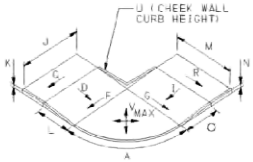
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



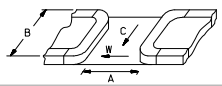
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

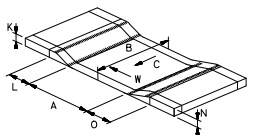
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	36	(IN)
*	C	7.60	(%)
*	D		(%)
	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I		(%)
*	J	48	(IN)
	K	5	(IN)
	L	42	(IN)
*	M	48	(IN)
	N	5	(IN)
	O	30	(IN)
*	P	48	(IN)
*	Q	1.00	(%)
*	R	2.40	(%)
*	S	1.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	180	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	4.30	(%)
*	EE	9.50	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments ▲

pennsylvania
DEPARTMENT OF TRANSPORTATION

NORTHEAST AVE RAMP & WALLEY AVE, PennDOT
Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

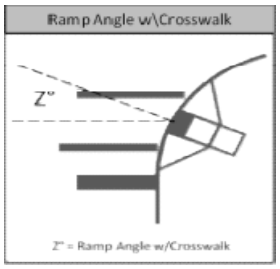
Insert Picture 6

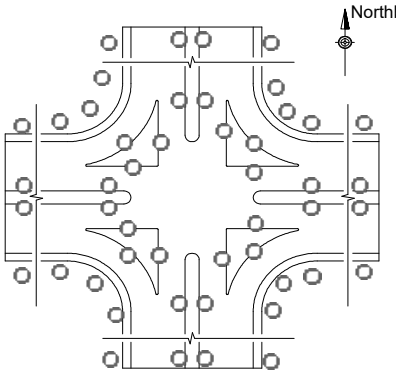
pennsylvania
DEPARTMENT OF TRANSPORTATION

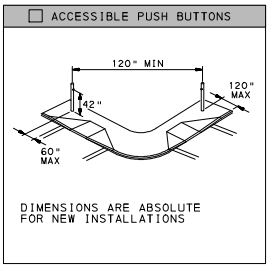
NORTHEAST AVE RAMP & WALLEY AVE, PennDOT
Location ID # 7

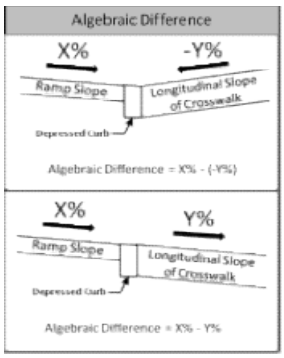
*Date of Design (yyyy mm dd)	2024	02	12		
Designer 1	Nazir Vasquez McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.20	%	1.00	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	3.3		
Intersection Ramp # of #	6	6			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				

*North Leg	WALLEY	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	NORTHEAST AVE	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	WALLEY	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	NORTHEAST AVE	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		







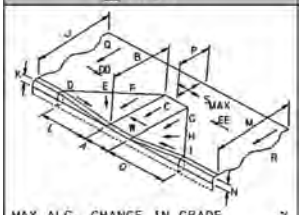


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-WALLEYAve-NORTHEASTAVEAve-WALLEYAve-NORTHEASTAVEAve-2024-02-12-7-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

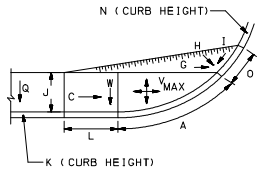
NORTHEAST AVE RAMP & WALLEY AVE,
PennDOT Location ID # 7

☐ TYPE 1



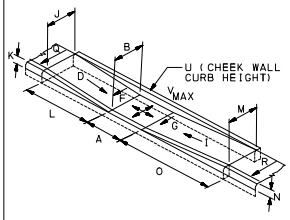
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



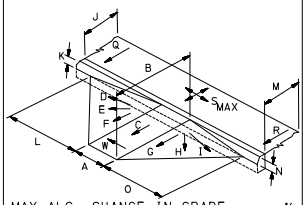
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



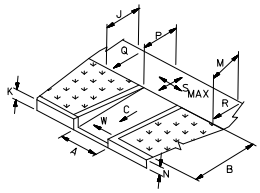
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



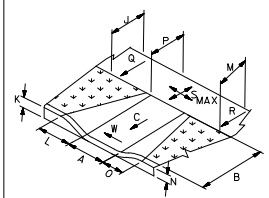
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



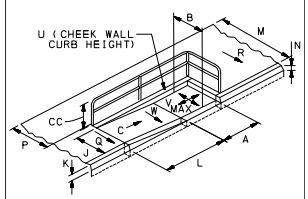
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



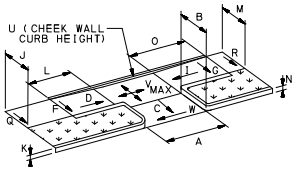
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



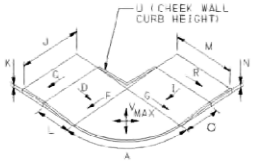
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



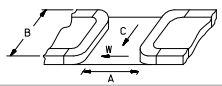
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

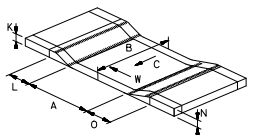
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	24	(IN)	
*	C	1.20	(%)	
*	D	999	(%)	pole
	E	999	(%)	pole
*	F	999	(%)	pole
*	G	0.30	(%)	
	H	4.00	(%)	
*	I	5.70	(%)	
*	J	999	(IN)	no sidewalk
	K	4	(IN)	
	L	24	(IN)	
*	M	48	(IN)	
	N	3	(IN)	
	O	38	(IN)	
*	P	53	(IN)	
*	Q	999	(%)	no sidewalk
*	R	0.90	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	999.00	(%)	no sidewalk
*	EE	0.10	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-WALLEYAve-NORTHEASTAVEAve-WALLEYAve-NORTHEASTAVEAve-2024-02-12-7-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

NORTHEAST AVE RAMP & WALLEY AVE, PennDOT
Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

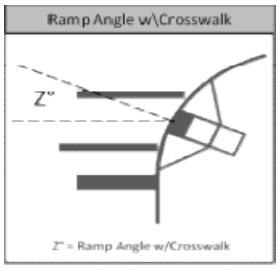
Insert Picture 3

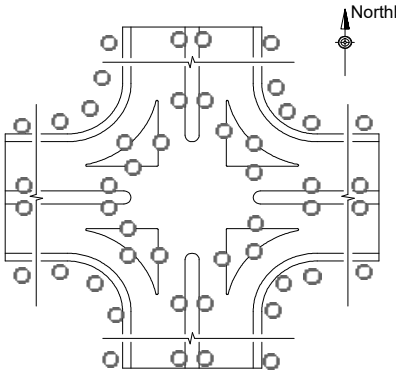
Insert Picture 6

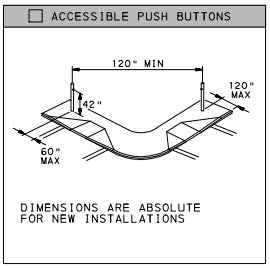
pennsylvania
DEPARTMENT OF TRANSPORTATION

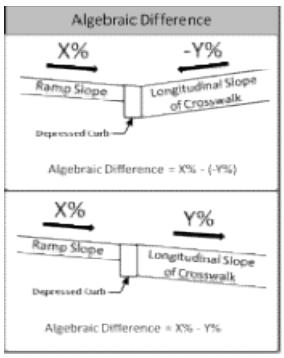
NORTHEAST AVE RAMP & WALLEY AVE, PennDOT
Location ID # 9

*Date of Design (yyyy mm dd)	2024	02	12			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	NO					
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.00	%	2.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.1			
Intersection Ramp # of #	5	6				
*Ramp Location (Use Figure Below)	09					
*Curb Ramp Type	Type 1					
*North Leg	WALLEY	(segment)	(offset)			
*North Leg Desc.	Ave					
*East Leg	NORTHEAST AVE	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	WALLEY	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	NORTHEAST AVE	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







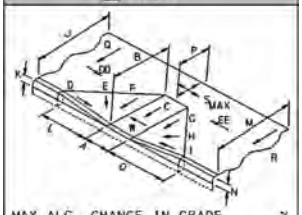


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-WALLEYAve-NORTHEASTAVEAve-WALLEYAve-NORTHEASTAVEAve-2024-02-12-9-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania
DEPARTMENT OF TRANSPORTATION

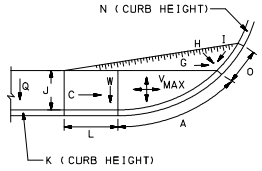
NORTHEAST AVE RAMP & WALLEY AVE, PennDOT Location ID # 9

☐ TYPE 1



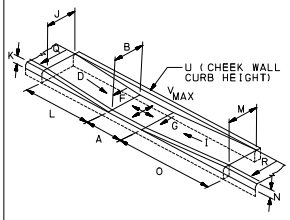
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



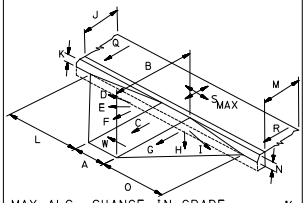
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



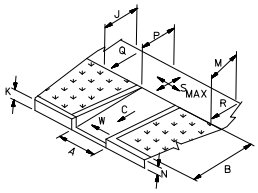
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



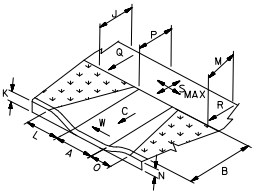
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



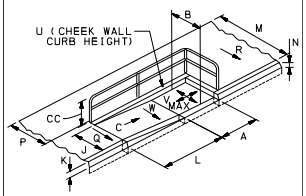
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



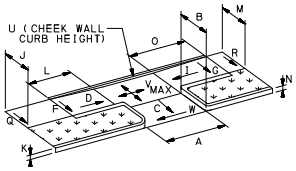
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



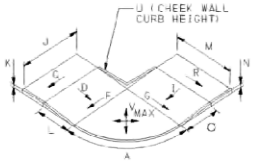
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



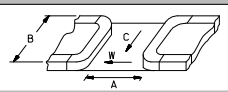
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

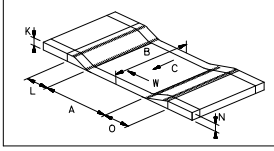
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	43	(IN)	
*	C	7.10	(%)	
*	D	5.70	(%)	
	E	8.50	(%)	
*	F	7.20	(%)	
*	G	999	(%)	rolled flare
	H	999	(%)	rolled flare
*	I	999	(%)	rolled flare
*	J	999	(IN)	no sidewalk
	K	3	(IN)	
	L	48	(IN)	
*	M	999	(IN)	no sidewalk
	N	2	(IN)	
	O	27	(IN)	
*	P	48	(IN)	
*	Q	999	(%)	no sidewalk
*	R	999	(%)	no sidewalk
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY		(IN)	
*	Z		(IN)	
*	ZZ		(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	999.00	(%)	no sidewalk
*	EE	999.00	(%)	no sidewalk

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

NORTHEAST AVE RAMP & WALLEY AVE, PennDOT
Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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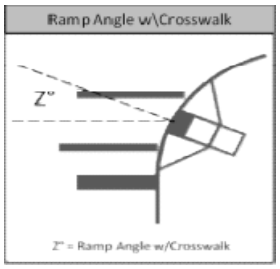
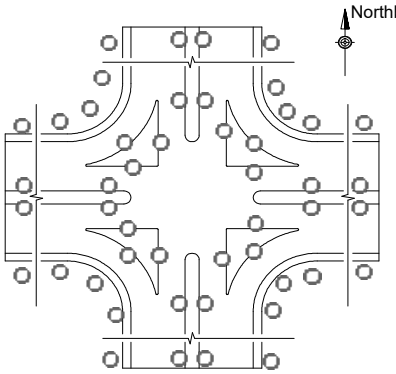
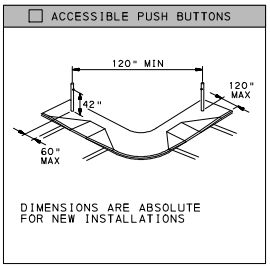
DEPARTMENT OF TRANSPORTATION

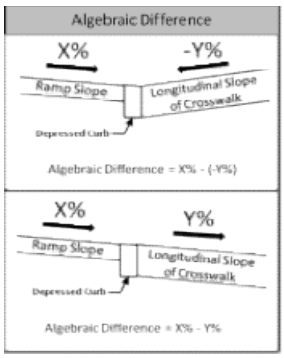
NORTHEAST AVE RAMP & WALLEY AVE, PennDOT
Location ID # 12

*Date of Design (yyyy mm dd)	2024	02	12			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	NO					
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	4.30	%	1.80	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	7.1			
Intersection Ramp # of #	4	6				
*Ramp Location (Use Figure Below)		12				
*Curb Ramp Type	Type 2					
*North Leg	WALLEY	(segment)	(offset)			
*North Leg Desc.	Ave					
*East Leg	NORTHEAST AVE	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	WALLEY	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	NORTHEAST AVE	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







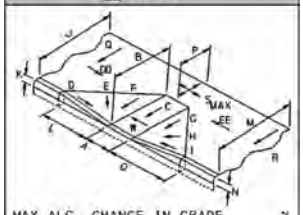


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-WALLEYAve-NORTHEASTAVEAve-WALLEYAve-NORTHEASTAVEAve-2024-02-12-12-Type2					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania
DEPARTMENT OF TRANSPORTATION

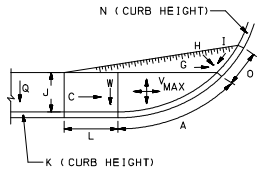
NORTHEAST AVE RAMP & WALLEY AVE,
PennDOT Location ID # 12

☐ TYPE 1



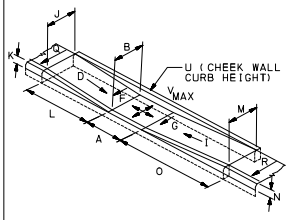
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



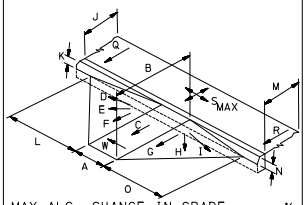
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



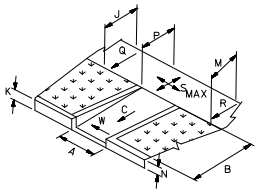
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



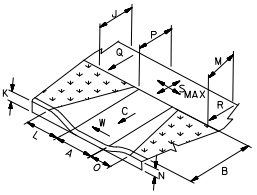
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



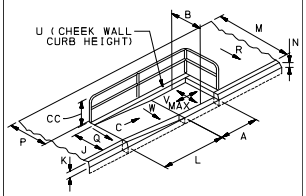
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



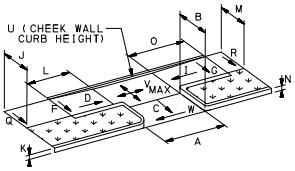
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



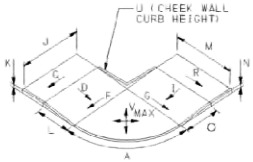
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



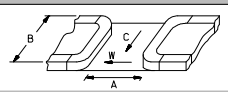
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

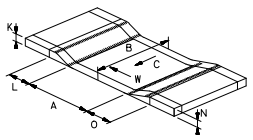
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



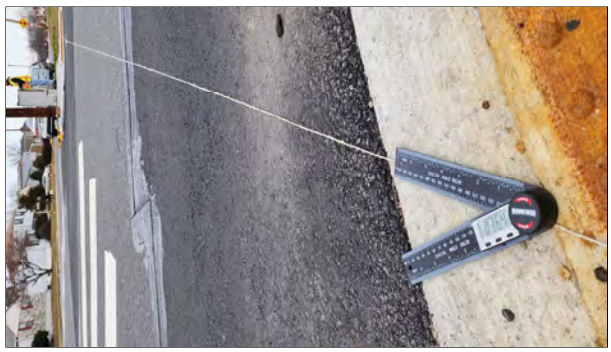
	"0.00" inches or %			Comments
*	A	60	(IN)	
*	B	58	(IN)	
*	C		(%)	
*	D	999	(%)	rolled flare
	E		(%)	
*	F	999	(%)	rolled flare
*	G	999	(%)	rolled flare
	H		(%)	
*	I	999	(%)	rolled flare
*	J	48	(IN)	
	K	2	(IN)	
	L	43	(IN)	
*	M	48	(IN)	
	N	3	(IN)	
	O	60	(IN)	
*	P		(IN)	
*	Q	1.70	(%)	
*	R	0.00	(%)	
*	S		(%)	
	T		(IN)	
	U	3	(IN)	
*	V	1.90	(%)	
*	W		(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY		(IN)	
*	Z		(IN)	
*	ZZ		(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD		(%)	
*	EE		(%)	

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

C-06-101-60000-WALLEYAve-NORTHEASTAVEAve-WALLEYAve-NORTHEASTAVEAve-2024-02-12-12-Type2

pennsylvania
DEPARTMENT OF TRANSPORTATION

NORTHEAST AVE RAMP & WALLEY AVE, PennDOT
Location ID # 12



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

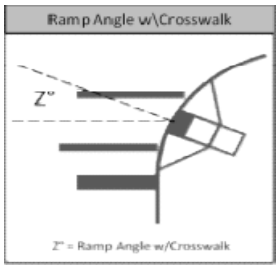
Insert Picture 3

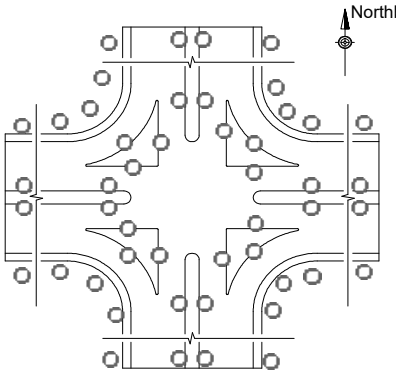
Insert Picture 6

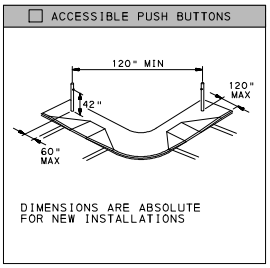
pennsylvania
DEPARTMENT OF TRANSPORTATION

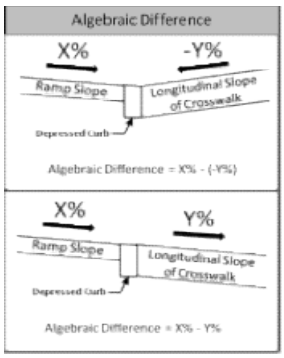
NORTHEAST AVE RAMP & WALLEY AVE, PennDOT
Location ID # 14

*Date of Design (yyyy mm dd)	2024	05	08			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	NO					
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	5.20	%	0.80	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	12.6			
Intersection Ramp # of #	3	6				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 4A					
*North Leg	WALLEY	(segment)	(offset)			
*North Leg Desc.	Ave					
*East Leg	NORTHEAST AVE	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	WALLEY	(segment)	(offset)			
*South Leg Desc.	Ave					
*West Leg	NORTHEAST AVE	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







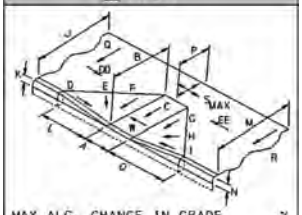


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-WALLEYAve-NORTHEASTAVEAve-WALLEYAve-NORTHEASTAVEAve-2024-05-08-14-Type4A					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

pennsylvania
DEPARTMENT OF TRANSPORTATION

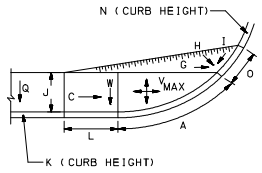
NORTHEAST AVE RAMP & WALLEY AVE,
PennDOT Location ID # 14

☐ TYPE 1



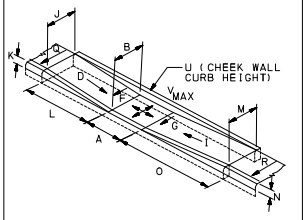
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



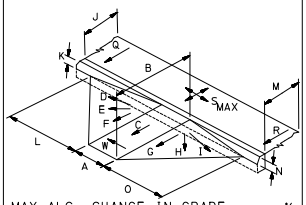
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



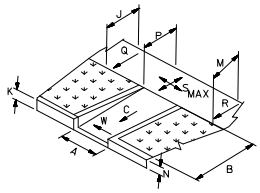
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



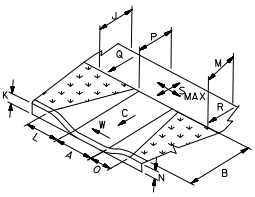
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



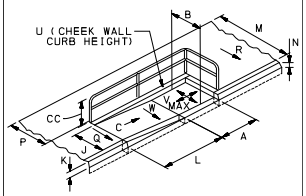
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



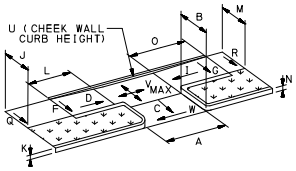
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



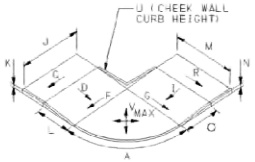
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



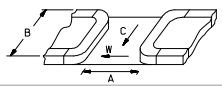
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

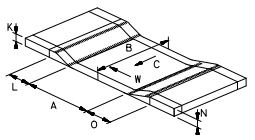
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	34	(IN)	
*	C	7.40	(%)	
*	D		(%)	
	E		(%)	
*	F		(%)	
*	G		(%)	
	H		(%)	
*	I		(%)	
*	J	48	(IN)	
	K	4	(IN)	
	L	24	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	24	(IN)	
*	P	48	(IN)	
*	Q	1.70	(%)	
*	R	8.90	(%)	0.55%
*	S	1.20	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY		(IN)	
*	Z		(IN)	
*	ZZ		(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.20	(%)	
*	EE	1.00	(%)	

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

NORTHEAST AVE RAMP & WALLEY AVE, PennDOT
Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

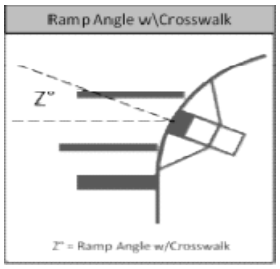
Insert Picture 3

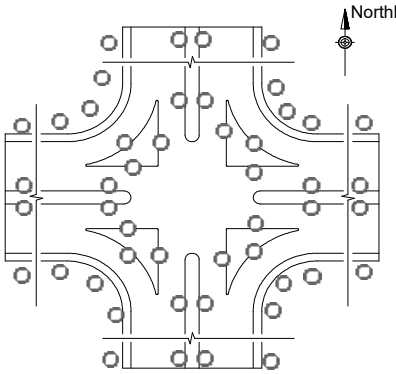
Insert Picture 6

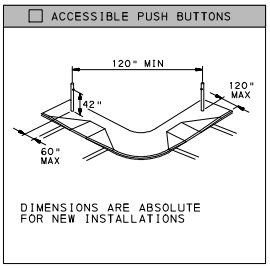
pennsylvania
DEPARTMENT OF TRANSPORTATION

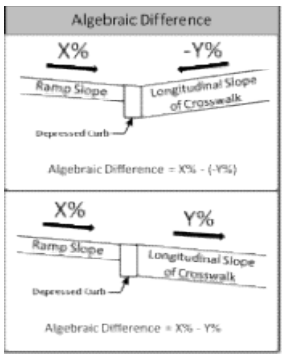
NORTHEAST AVE RAMP & WALLEY AVE, PennDOT
Location ID # 17

*Date of Design (yyyy mm dd)	2024	05	08		
Designer 1	Nazir Vasquez McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	5				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.10	%	2.50	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	10.9		
Intersection Ramp # of #	2	6			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 4A				
*North Leg	WALLEY	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	NORTHEAST AVE	(segment)	(offset)		
*East Leg Desc.					
*South Leg	WALLEY	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	NORTHEAST AVE	(segment)	(offset)		
*West Leg Desc.					
Ramp Coordinates	Latitude				
	Longitude				







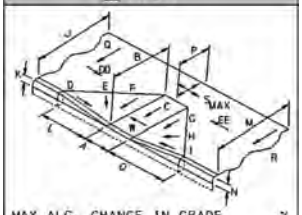


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-WALLEYAve-NORTHEASTAVE-WALLEYAve-NORTHEASTAVE-2024-05-08-17-Type4A		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)		

pennsylvania
DEPARTMENT OF TRANSPORTATION

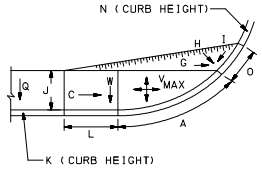
NORTHEAST AVE RAMP & WALLEY AVE,
PennDOT Location ID # 17

☐ TYPE 1



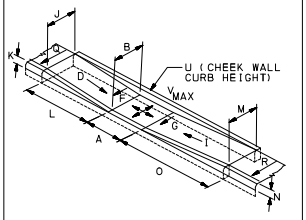
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



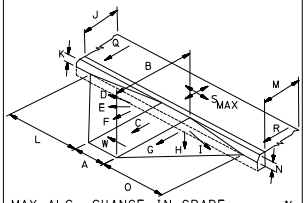
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



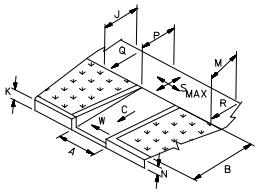
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



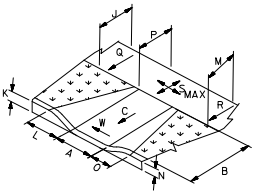
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



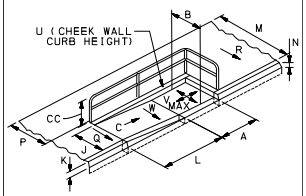
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



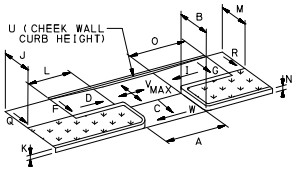
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



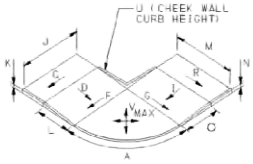
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



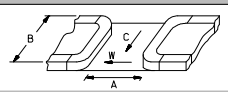
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

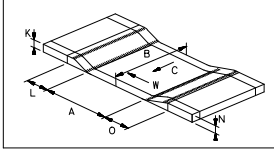
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		Comments
*	A	48	(IN)
*	B	30	(IN)
*	C	8.50	(%)
*	D		(%)
	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I		(%)
*	J	48	(IN)
	K	4	(IN)
	L	26	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	12	(IN)
*	P	48	(IN)
*	Q	2.20	(%) 1.30%
*	R	4.60	(%) 3.10%
*	S	4.00	(%) 3.10%
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.70	(%)
*	X		(IN)
*	Y		(IN)
*	YY	999	(IN) YY (inches) - Right Crosswalk Wi
*	Z		(IN)
*	ZZ	999	(IN) ZZ (inches) - Right Distance Betw
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.10	(%)
*	EE	6.50	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

C-06-101-60000-WALLEYAve-NORTHEASTAVE-WALLEYAve-NORTHEASTAVE-2024-05-08-17-Type4A

pennsylvania
DEPARTMENT OF TRANSPORTATION

NORTHEAST AVE RAMP & WALLEY AVE, PennDOT
Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Walley Avenue and Northeast Avenue Ramp — Ramp 17

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [x] Other 1 — Existing Curbline Angle
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Anton Kuhner, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	425 Commerce Drive
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	February 23, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	◉ Yes	○ No
Pedestrian Trip Generators	○ Yes	◉ No
Safety Concerns	○ Yes	◉ No
R9-3A "No Peds" Signs	○ Yes	◉ No
Existing Crosswalk	◉ Yes	○ No
Existing Sidewalk	◉ Yes	○ No
Existing Push Buttons	○ Yes	◉ No
ADT		

Location Identification

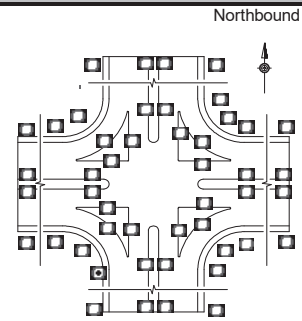
Walley Avenue
**SR North - Segment*

Walley Avenue
**SR South - Segment*

Northeast Avenue Ramp
**SR East - Segment*

N/A
**SR West - Segment*

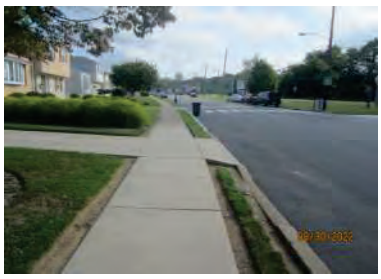
17
Location #



Investigated design alternatives	Why alternative was not selected
1) Locate Type 4A curb ramp further north	Would create a conflict with the existing driveway
2) Locate Type 4A curb ramp further south	Conflict with existing utilities
3) Build up further in front of ramp	City requires constant slope within pavement adjustment

Alternative selected and description of what requirement is not met

A type 4a curb ramp is designed at this location. The following requirement(s) are not met: maximum longitudinal slope of 8.33%, maximum ramp cross slope of 2.00%, and maximum landing slope of 2.00%, therefore the ramp has been designed with a maximum longitudinal ramp slope of 8.50%, a maximum ramp cross slope of 2.20% and a maximum landing slope of 4.75%.



ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

Minnie Marie Vaughan 10/23/23
ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

Sunil Gill 10/24/2023
District ADE of Design - Date

TIF #: #REF!

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Walley Avenue and Northeast Avenue Ramp	Ramp 17

Investigated Design Alternative #1

Consideration was given to locate the proposed type 4A ramp further to the north; however shifting the curb ramp further to the north would result create a conflict with the existing driveway. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 4A ramp further to the south; however shifting the curb ramp further to the south would create a conflict with the existing utility valves. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to build up further in front of the ramp; however the City requires a constant slope within the pavement adjustment. Building up further in front of the ramp would remove this condition. As a result of this consideration, this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum longitudinal ramp slope of 8.33%, a maximum ramp cross slope of 2.00% and a maximum landing slope of 2.00%. It is technically infeasible to meet this requirement due to the high existing curb line slopes and utility/driveway constraints on either side of the ramp. The ramp has been designed with a maximum longitudinal ramp slope of 8.50%, a maximum ramp cross slope of 2.20% and a maximum landing slope of 4.75% This design provides access to the maximum extent feasible.

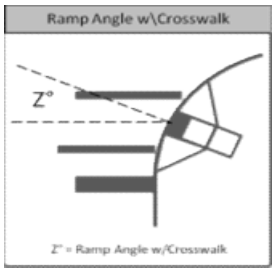
TIF #:	#REF!

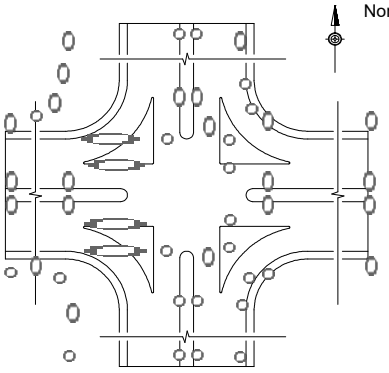
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

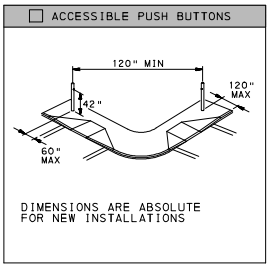
pennsylvania DEPARTMENT OF TRANSPORTATION

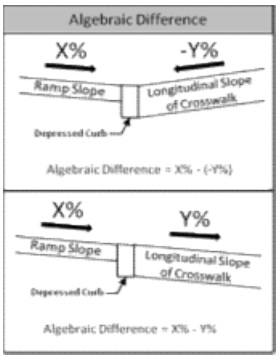
OAKLAND ST & E ROOSEVELT BLVD, PennDOT
Location ID # 17

*Date of Design (yyyy mm dd)	2024	02	01			
Designer 1	Nathan Bieber McMahon, a Bowman Company					
Designer 2	Alex Loong McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	3					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.30	%	0.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		2	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	6.8			
Intersection Ramp # of #	1	2				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 1					
*North Leg	OAKLAND	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E ROOSEVELT	(segment)	(offset)			
*East Leg Desc.	Blvd					
*South Leg	OAKLAND	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E ROOSEVELT	(segment)	(offset)			
*West Leg Desc.	Blvd					
Ramp Coordinates	Latitude					
	Longitude					







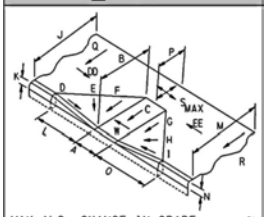


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-OAKLANDSt-EROOSEVELTBlvd-OAKLANDSt-EROOSEVELTBlvd-2024-02-01-17-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

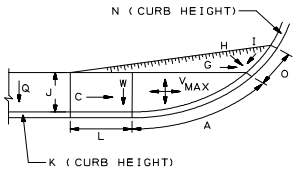
OAKLAND ST & E ROOSEVELT BLVD, PennDOT
Location ID # 17

☐ TYPE 1



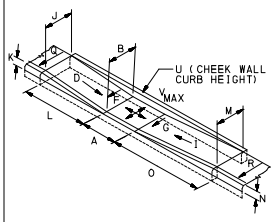
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



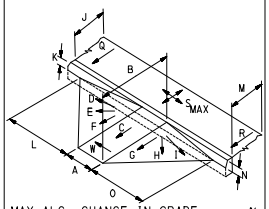
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



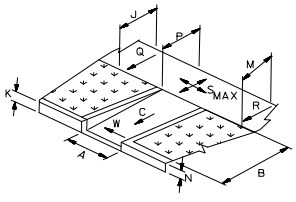
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



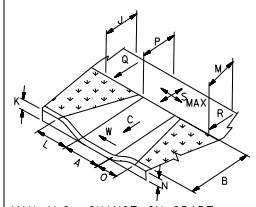
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



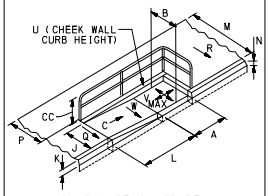
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



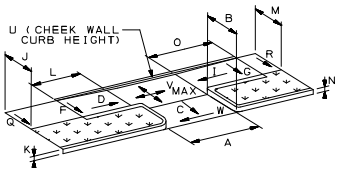
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



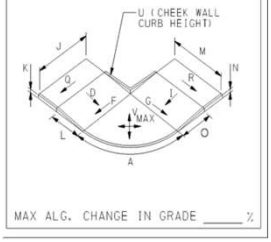
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



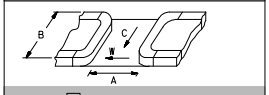
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

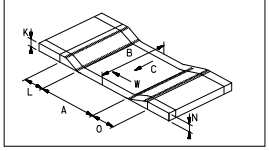
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	36	(IN)	
*	C	3.50	(%)	
*	D	8.40	(%)	
	E	8.20	(%)	
*	F	2.20	(%)	
*	G	999	(%)	rolled flare
	H	999	(%)	rolled flare
*	I	999	(%)	rolled flare
*	J	84	(IN)	
	K	27	(IN)	
	L	43	(IN)	
*	M	96	(IN)	
	N	4	(IN)	
	O	4	(IN)	
*	P	48	(IN)	
*	Q	2.60	(%)	
*	R	1.50	(%)	
*	S	1.90	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	111	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	No stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	5.90	(%)	
*	EE	2.10	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-OAKLANDSt-EROOSEVELTBlvd-OAKLANDSt-EROOSEVELTBlvd-2024-02-01-17-Type1

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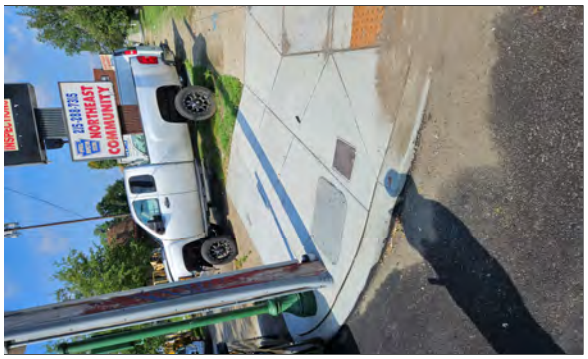
DEPARTMENT OF TRANSPORTATION

OAKLAND ST & E ROOSEVELT BLVD, PennDOT Location ID # 17



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

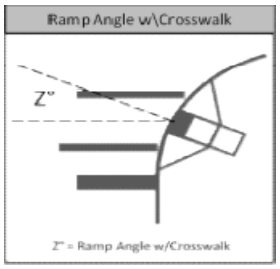
Insert Picture 3

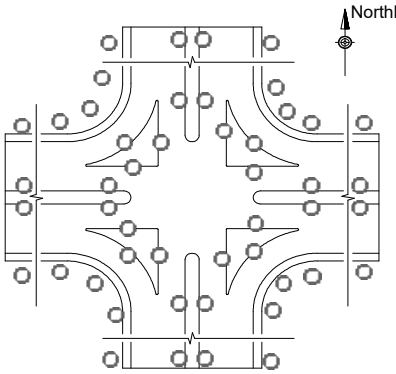
Insert Picture 6

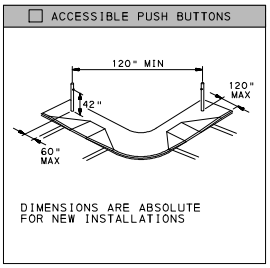
pennsylvania
DEPARTMENT OF TRANSPORTATION

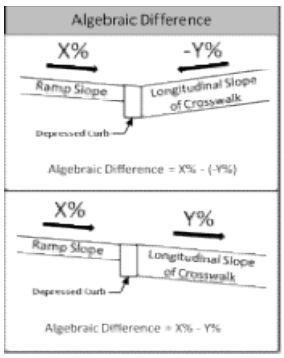
OAKMONT ST & TORRESDALE AVE, PennDOT
Location ID # 2

*Date of Design (yyyy mm dd)	2024	02	07			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.30	%	0.80	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	10.9			
Intersection Ramp # of #		2	4			
*Ramp Location (Use Figure Below)			02			
*Curb Ramp Type	Type 1					
*North Leg	OAKMONT	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	TORRESDALE	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	OAKMONT	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	TORRESDALE	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







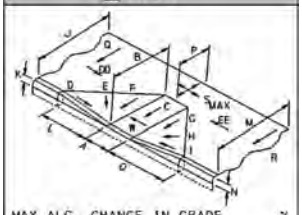


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-OAKMONTSt-TORRESDALEAve-OAKMONTSt-TORRESDALEAve-2024-02-07-2-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

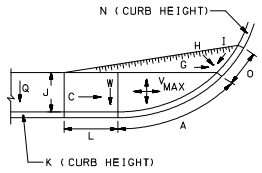
OAKMONT ST & TORRESDALE AVE, PennDOT
Location ID # 2

☐ TYPE 1



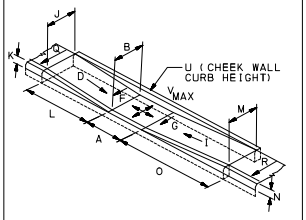
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



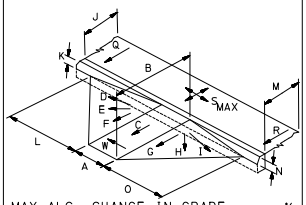
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



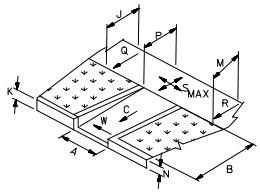
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



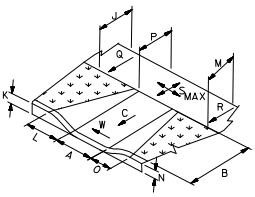
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



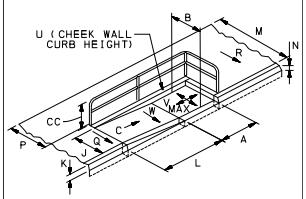
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



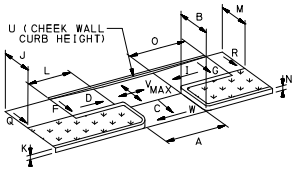
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



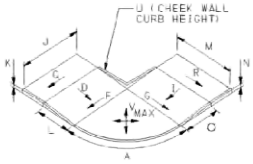
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



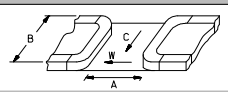
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

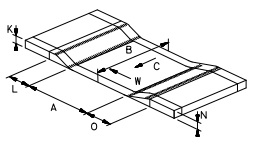
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	24	(IN)	
*	C	7.60	(%)	
*	D	10.00	(%)	10.2
	E	10.50	(%)	
*	F	7.20	(%)	
*	G	7.80	(%)	
	H	10.40	(%)	
*	I	4.70	(%)	
*	J	56	(IN)	
	K	4	(IN)	
	L	49	(IN)	
*	M	72	(IN)	
	N	4	(IN)	
	O	43	(IN)	
*	P	56	(IN)	
*	Q	4.10	(%)	1.90%
*	R	3.80	(%)	2.10%
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	140	(IN)	
*	Z		(IN)	
*	ZZ	54	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	6.20	(%)	
*	EE	4.70	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-OAKMONTSt-TORRESDALEAve-OAKMONTSt-TORRESDALEAve-2024-02-07-2-Type1

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DEPARTMENT OF TRANSPORTATION

OAKMONT ST & TORRESDALE AVE, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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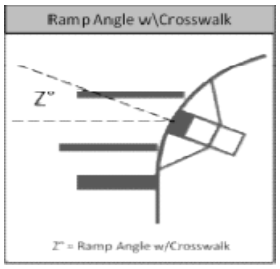
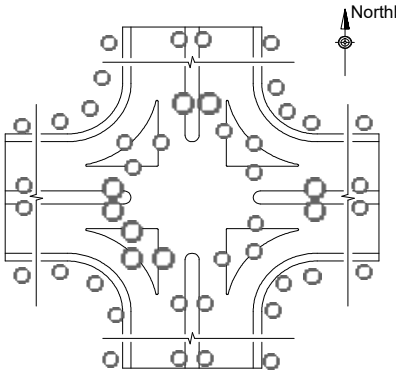
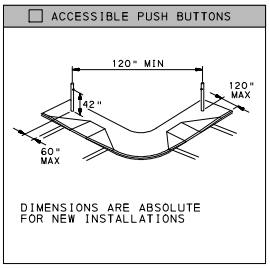
DEPARTMENT OF TRANSPORTATION

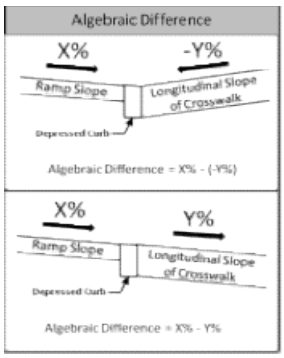
OAKMONT ST & TORRESDALE AVE, PennDOT
Location ID # 9

*Date of Design (yyyy mm dd)	2024	02	08			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	5.30	%	1.50	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	12.9			
Intersection Ramp # of #	3	4				
*Ramp Location (Use Figure Below)		09				
*Curb Ramp Type	Type 1					
*North Leg	OAKMONT	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	TORRESDALE	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	OAKMONT	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	TORRESDALE	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







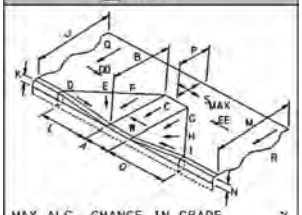


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-OAKMONTSt-TORRESDALEAve-OAKMONTSt-TORRESDALEAve-2024-02-08-9-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

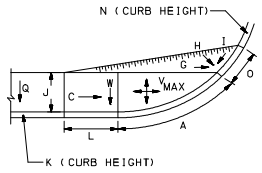
OAKMONT ST & TORRESDALE AVE, PennDOT
Location ID # 9

☐ TYPE 1



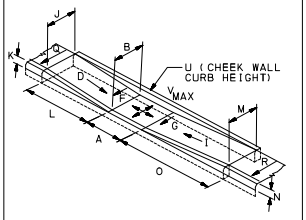
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



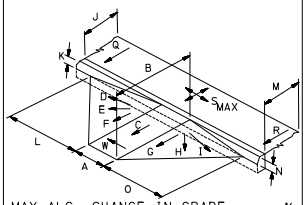
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



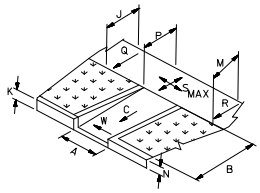
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



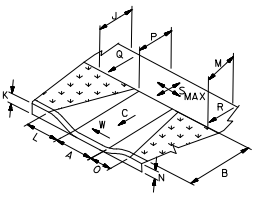
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



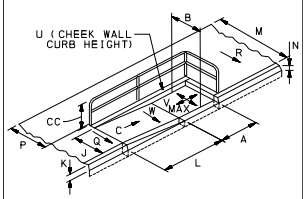
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



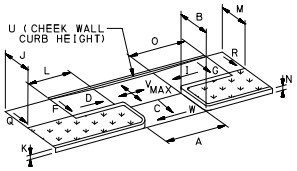
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



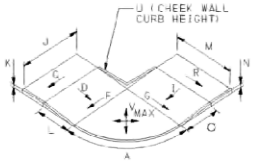
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



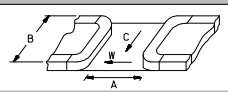
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

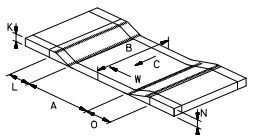
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	48	(IN)	
*	C	7.60	(%)	
*	D	8.10	(%)	
	E	12.40	(%)	
*	F	8.30	(%)	
*	G	7.20	(%)	
	H	1.50	(%)	
*	I	8.70	(%)	
*	J	103	(IN)	
	K	4	(IN)	
	L	49	(IN)	
*	M	110	(IN)	
	N	4	(IN)	
	O	58	(IN)	
*	P	48	(IN)	
*	Q	2.10	(%)	1.10%
*	R	2.70	(%)	0.80%
*	S	1.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no adjacent stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.80	(%)	
*	EE	2.70	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-OAKMONTSt-TORRESDALEAve-OAKMONTSt-TORRESDALEAve-2024-02-08-9-Type1

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DEPARTMENT OF TRANSPORTATION

OAKMONT ST & TORRESDALE AVE, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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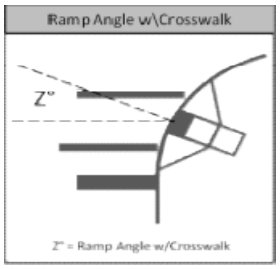
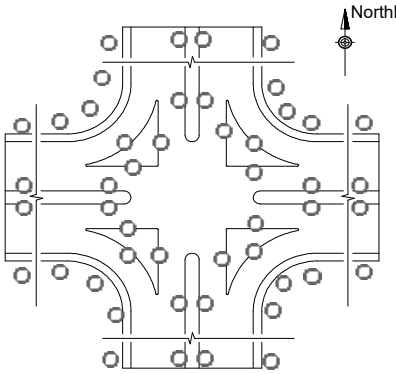
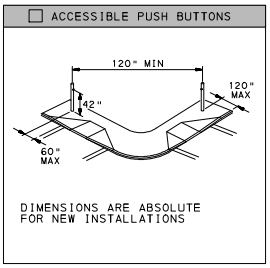
DEPARTMENT OF TRANSPORTATION

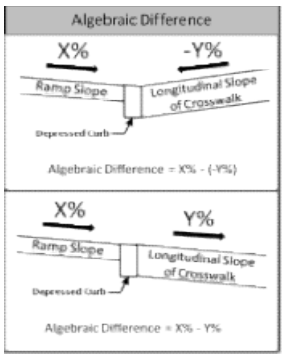
OAKMONT ST & TORRESDALE AVE, PennDOT
Location ID # 12

*Date of Design (yyyy mm dd)	2024	02	08			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	3.40	%	1.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	7.9			
Intersection Ramp # of #	4	4				
*Ramp Location (Use Figure Below)		12				
*Curb Ramp Type	Type 1					
*North Leg	OAKMONT	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	TORRESDALE	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	OAKMONT	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	TORRESDALE	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







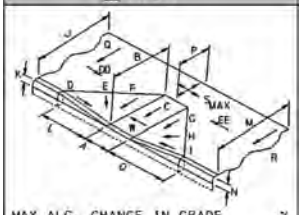


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-OAKMONTSt-TORRESDALEAve-OAKMONTSt-TORRESDALEAve-2024-02-08-12-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

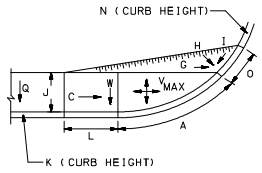
OAKMONT ST & TORRESDALE AVE, PennDOT
Location ID # 12

☐ TYPE 1



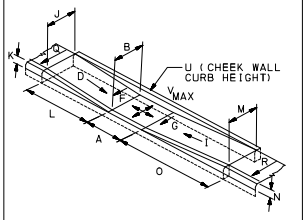
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



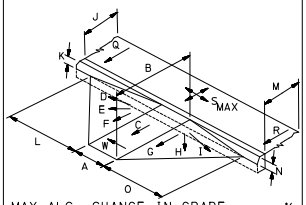
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



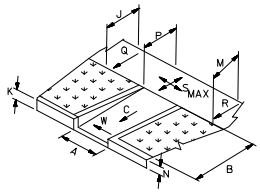
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



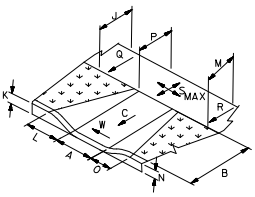
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



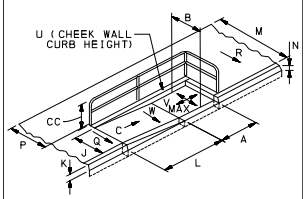
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



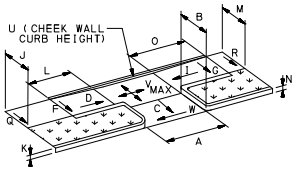
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



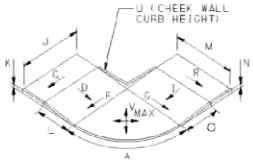
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



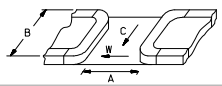
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

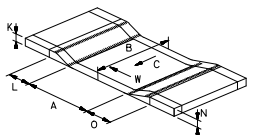
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	48	(IN)	
*	C	4.50	(%)	
*	D	6.00	(%)	
	E	7.30	(%)	
*	F	4.70	(%)	
*	G	3.50	(%)	
	H	6.50	(%)	
*	I	5.70	(%)	
*	J	56	(IN)	
	K	4	(IN)	
	L	58	(IN)	
*	M	98	(IN)	
	N	3	(IN)	
	O	46	(IN)	
*	P	48	(IN)	
*	Q	0.30	(%)	
*	R	4.30	(%)	1.70%
*	S	1.90	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.70	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no adjacent stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.90	(%)	
*	EE	2.40	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-OAKMONTSt-TORRESDALEAve-OAKMONTSt-TORRESDALEAve-2024-02-08-12-Type1

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DEPARTMENT OF TRANSPORTATION

OAKMONT ST & TORRESDALE AVE, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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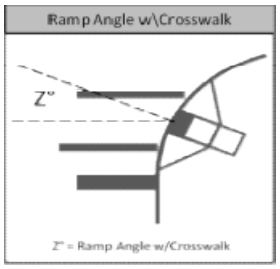
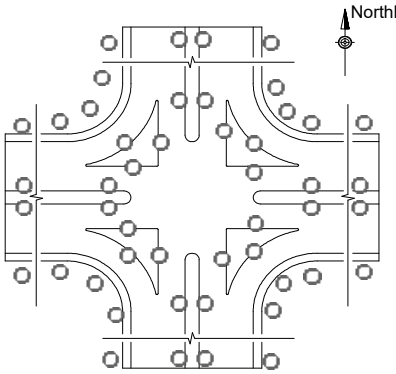
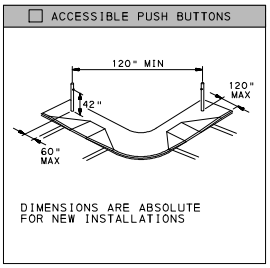
DEPARTMENT OF TRANSPORTATION

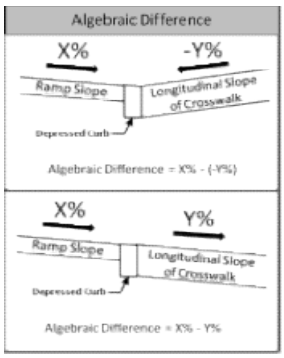
OAKMONT ST & TORRESDALE AVE, PennDOT
Location ID # 19

*Date of Design (yyyy mm dd)	2024	02	07			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.50	%	0.10	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.7			
Intersection Ramp # of #	1	4				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	OAKMONT	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	TORRESDALE	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	OAKMONT	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	TORRESDALE	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







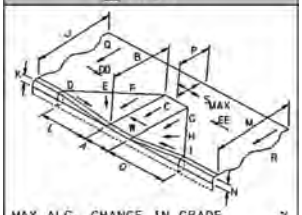


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-OAKMONTSt-TORRESDALEAve-OAKMONTSt-TORRESDALEAve-2024-02-07-19-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

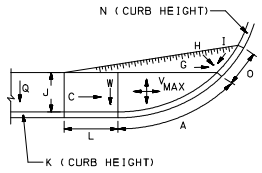
OAKMONT ST & TORRESDALE AVE, PennDOT
Location ID # 19

☐ TYPE 1



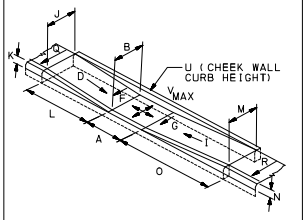
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



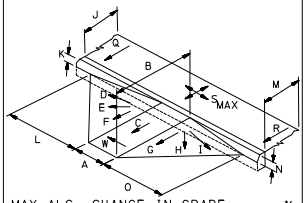
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



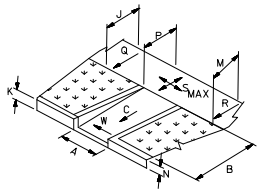
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



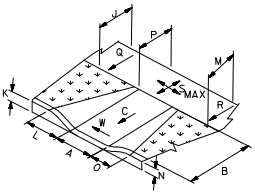
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



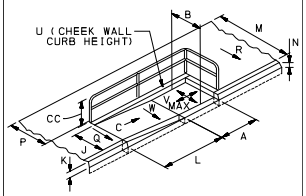
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



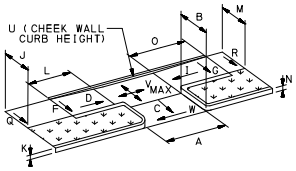
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



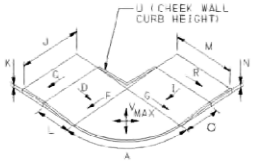
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



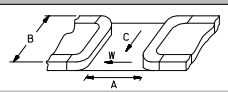
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

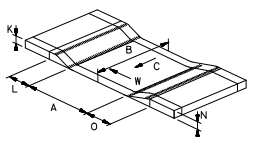
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	48	(IN)	
*	C	7.20	(%)	
*	D	5.70	(%)	
	E	7.80	(%)	
*	F	8.20	(%)	
*	G	5.80	(%)	
	H	8.90	(%)	
*	I	9.60	(%)	
*	J	144	(IN)	
	K	2	(IN)	3.0
	L	38	(IN)	
*	M	50	(IN)	
	N	6	(IN)	
	O	50	(IN)	
*	P	48	(IN)	
*	Q	2.40	(%)	2.55%
*	R	2.10	(%)	1.10%
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	140	(IN)	
*	Z		(IN)	
*	ZZ	54	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.50	(%)	
*	EE	0.20	(%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

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DEPARTMENT OF TRANSPORTATION

OAKMONT ST & TORRESDALE AVE, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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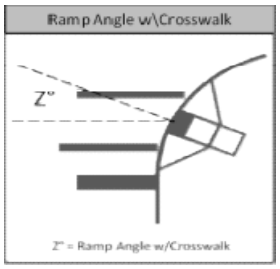
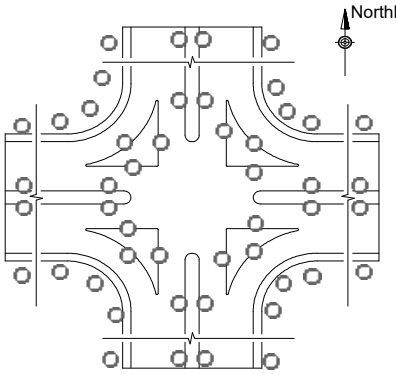
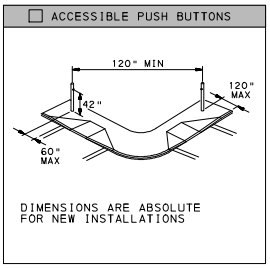
DEPARTMENT OF TRANSPORTATION

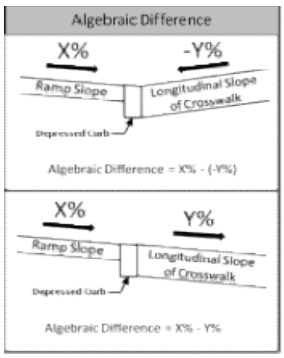
OAKMONT ST & WALKER ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)		2024	02	05		
Designer 1		Nazir Vasquez McMahon, a Bowman Company				
Designer 2		Alex Long McMahon, a Bowman Company				
*Engineering District Code		06 - District 6-0				
*County Name		Philadelphia				
*County Code (auto)		101				
*Municipality Name		Philadelphia City				
*Municipality Code (auto)		60000				
Construction Phase		Constructed				
Ramp Crosses		Local Road				
Photo Log Number		N/A				
Number of Photos		1				
Ramp Surface		Concrete				
Surface Stable, Firm, and Slip Resistant		YES				
Elevation Differences > 1/4"		NO		(X/16")		
Grate Openings or Gaps > 1/2"		NO		(X/16")		
Utilities in Path of Travel		NO				
Water Ponding in Path of Travel		NO				
Detectable Warning Surface (DWS)		YES				
DWS type		Cast Iron				
Pedestrian Crossing and Type		YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path		YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp		0.90	%	1.00	%	
Turning Maneuver in Street		NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)		YES	Comments:			
ECMS #		Alg Δ Grade (%)	8.4			
Intersection Ramp # of #		1	1			
*Ramp Location (Use Figure Below)			02			
*Curb Ramp Type	Type 1					
*North Leg	OAKMONT	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	WALKER	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	OAKMONT	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	WALKER	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







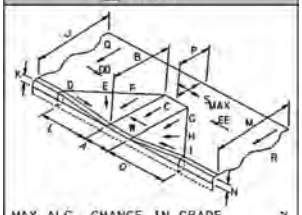


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons		N/A		
Sketch Used To Collect Field Information		No		
Asset # (auto)	C-06-101-60000-OAKMONTSt-WALKERSt-OAKMONTSt-WALKERSt-2024-02-05-2-Type1			
Status	Current			
Archive Ramp at location #:		N/A		
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

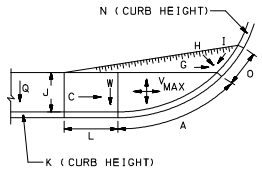
OAKMONT ST & WALKER ST, PennDOT Location ID # 2

☐ TYPE 1



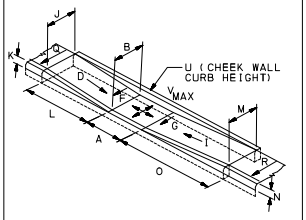
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



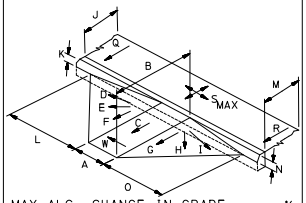
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



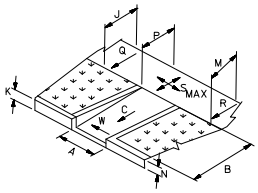
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



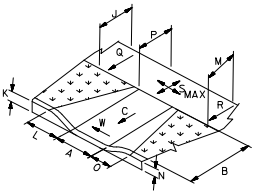
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



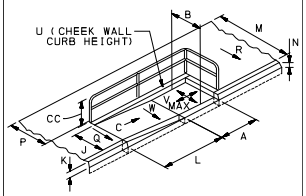
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



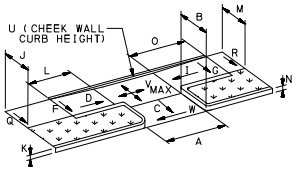
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



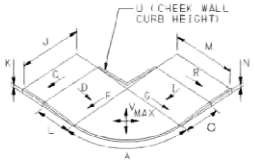
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



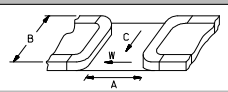
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

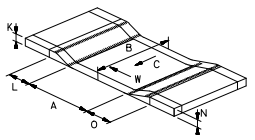
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	36	(IN)
*	C	7.50	(%)
*	D	6.40	(%)
	E	8.20	(%)
*	F	8.30	(%)
*	G	7.60	(%)
	H	11.10	(%)
*	I	9.30	(%)
*	J	61	(IN)
	K	3	(IN)
	L	34	(IN)
*	M	64	(IN)
	N	4	(IN)
	O	44	(IN)
*	P	48	(IN)
*	Q	1.90	(%)
*	R	1.30	(%)
*	S	1.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	108	(IN)
*	Z		(IN)
*	ZZ	66	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.30	(%)
*	EE	5.40	(%)

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments ▲

C-06-101-60000-OAKMONTSt-WALKERSt-OAKMONTSt-WALKERSt-2024-02-05-2-Type1

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DEPARTMENT OF TRANSPORTATION

OAKMONT ST & WALKER ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

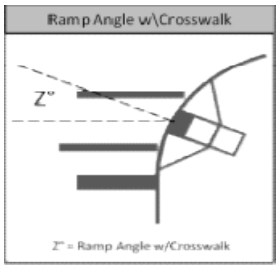
Insert Picture 3

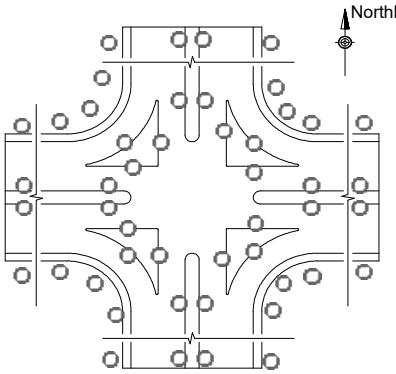
Insert Picture 6

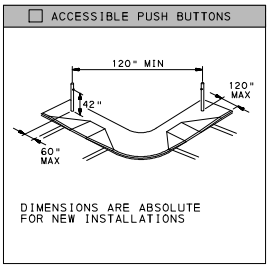
pennsylvania
DEPARTMENT OF TRANSPORTATION

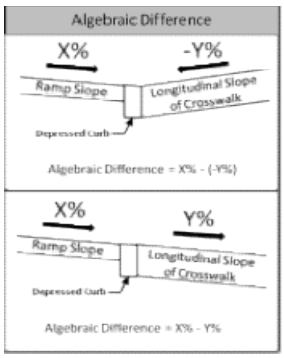
OAKMONT ST & WALKER ST, PennDOT Location
ID # 9

*Date of Design (yyyy mm dd)		2024	02	05		
Designer 1		Nazir Vasquez McMahon, a Bowman Company				
Designer 2		Alex Long McMahon, a Bowman Company				
*Engineering District Code		06 - District 6-0				
*County Name		Philadelphia				
*County Code (auto)		101				
*Municipality Name		Philadelphia City				
*Municipality Code (auto)		60000				
Construction Phase		Constructed				
Ramp Crosses		Local Road				
Photo Log Number		N/A				
Number of Photos		1				
Ramp Surface		Concrete				
Surface Stable, Firm, and Slip Resistant		YES				
Elevation Differences > 1/4"		NO		(X/16")		
Grate Openings or Gaps > 1/2"		NO		(X/16")		
Utilities in Path of Travel		NO				
Water Ponding in Path of Travel		NO				
Detectable Warning Surface (DWS)		YES				
DWS type		Cast Iron				
Pedestrian Crossing and Type		YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path		YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp		4.80	%	0.40	%	
Turning Maneuver in Street		NO	Ramp Angle with Crosswalk		20	degrees
Turning Maneuver at Top of Ramp (Smax)		YES	Comments:			
ECMS #		Alg Δ Grade (%)	9.9			
Intersection Ramp # of #		2	2			
*Ramp Location (Use Figure Below)			09			
*Curb Ramp Type	Type 1					
*North Leg	OAKMONT	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	WALKER	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	OAKMONT	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	WALKER	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







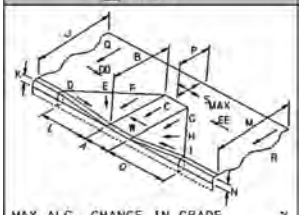


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work					YES	
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons		N/A				
Sketch Used To Collect Field Information		No				
Asset # (auto)	C-06-101-60000-OAKMONTSt-WALKERSt-OAKMONTSt-WALKERSt-2024-02-05-9-Type1					
Status	Current					
Archive Ramp at location #:		N/A				
Level of Service	Meets RC-67M					

pennsylvania
DEPARTMENT OF TRANSPORTATION

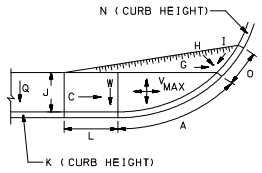
OAKMONT ST & WALKER ST, PennDOT Location
ID # 9

☐ TYPE 1



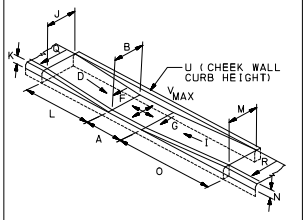
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



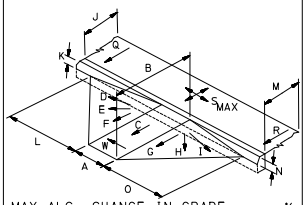
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



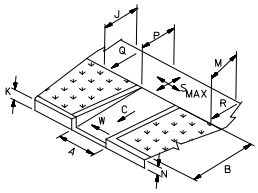
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



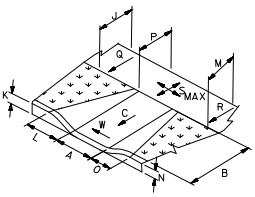
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



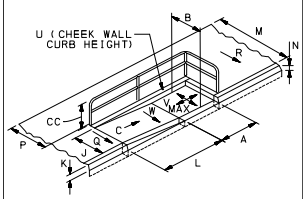
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



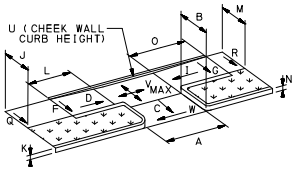
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



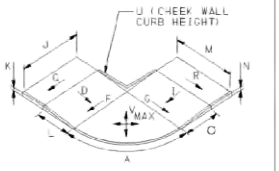
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



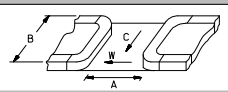
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

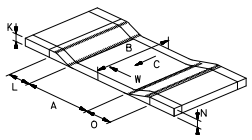
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	24	(IN)	
*	C	5.10	(%)	
*	D	7.40	(%)	
	E	6.80	(%)	
*	F	5.80	(%)	
*	G	4.80	(%)	
	H	5.00	(%)	
*	I	4.50	(%)	
*	J	88	(IN)	
	K	4	(IN)	
	L	52	(IN)	
*	M	80	(IN)	
	N	2	(IN)	
	O	26	(IN)	
*	P	48	(IN)	
*	Q	2.50	(%)	1.15%
*	R	1.40	(%)	
*	S	1.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.90	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	linestriping
*	Z		(IN)	
*	ZZ	999	(IN)	no adjacent stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.30	(%)	
*	EE	2.00	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-OAKMONTSt-WALKERSt-OAKMONTSt-WALKERSt-2024-02-05-9-Type1

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DEPARTMENT OF TRANSPORTATION

OAKMONT ST & WALKER ST, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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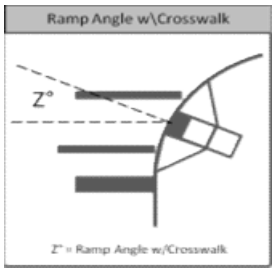
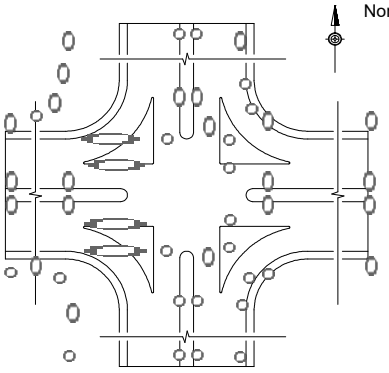
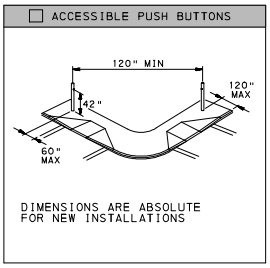
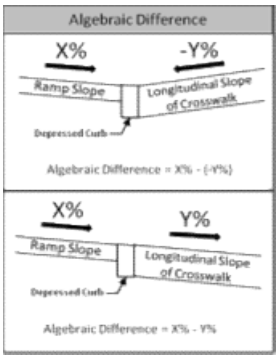
OAKMONT ST & WALKER ST, PennDOT Location
ID # 19

*Date of Design (yyyy mm dd)	2024	02	05			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.80	%	1.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		25	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.6			
Intersection Ramp # of #	1	2	25 deg			
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	OAKMONT	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	WALKER	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	OAKMONT	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	WALKER	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







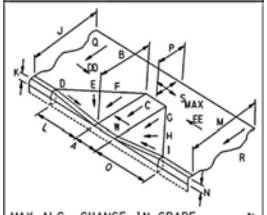


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-OAKMONTSt-WALKERSt-OAKMONTSt-WALKERSt-2024-02-05-19-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

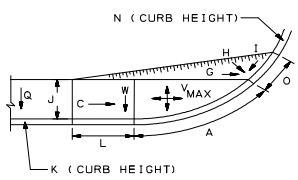
OAKMONT ST & WALKER ST, PennDOT Location
ID # 19

☐ TYPE 1



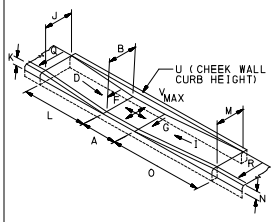
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



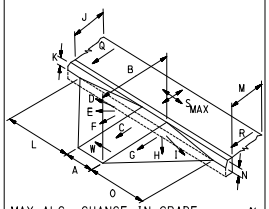
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



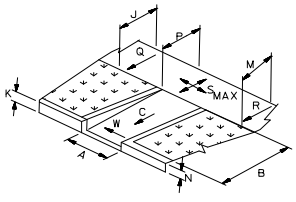
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



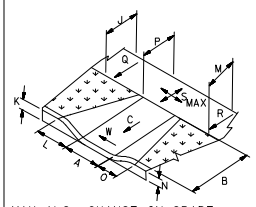
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



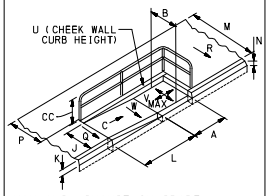
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



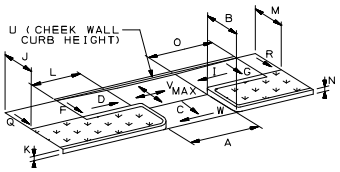
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



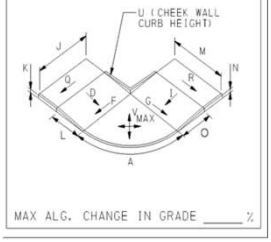
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



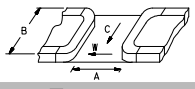
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

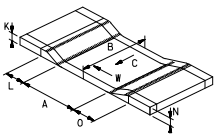
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	36	(IN)
*	C	7.80	(%)
*	D	6.00	(%)
	E	8.70	(%)
*	F	8.30	(%)
*	G	7.70	(%)
	H	11.10	(%)
*	I	9.60	(%)
*	J	62	(IN)
	K	4	(IN)
	L	32	(IN)
*	M	65	(IN)
	N	3	(IN)
	O	44	(IN)
*	P	48	(IN)
*	Q	2.00	(%)
*	R	1.50	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	84	(IN)
*	Z		(IN)
*	ZZ	72	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.30	(%)
*	EE	3.90	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments

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DEPARTMENT OF TRANSPORTATION

OAKMONT ST & WALKER ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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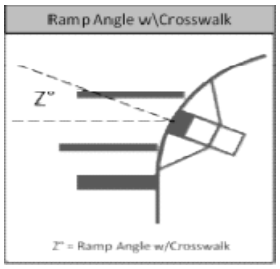
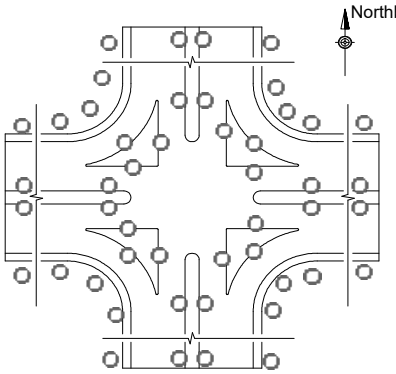
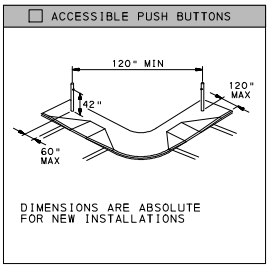
DEPARTMENT OF TRANSPORTATION

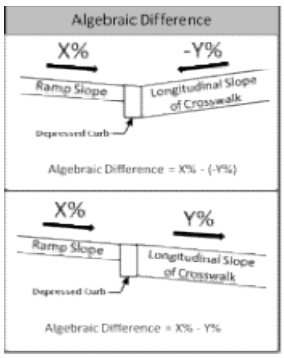
PALETHORP ST & W WESTMORELAND ST,
PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2024	06	25			
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.					
Designer 2	Alex Long Bowman Consulting Group Ltd.					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.90	%	1.50	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	13.3			
Intersection Ramp # of #	1	4				
*Ramp Location (Use Figure Below)		04				
*Curb Ramp Type	Type 1					
*North Leg	PALETHORP	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	W WESTMORELAND	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	PALETHORP	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	W WESTMORELAND	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-PALETHORPSt-WWESTMORELANDSt-PALETHORPSt-WWESTMORELANDSt-2024-06-25-4-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)			

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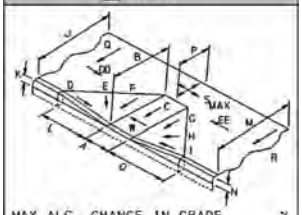
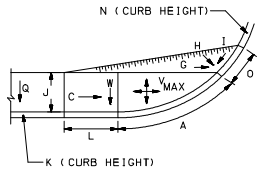
PALETHORP ST & W WESTMORELAND ST,
PennDOT Location ID # 4

☐ TYPE 1



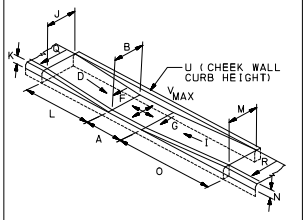
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



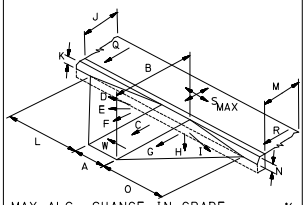
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



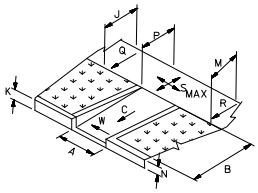
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



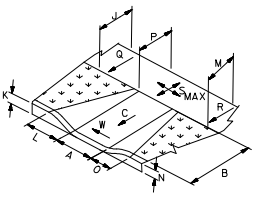
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



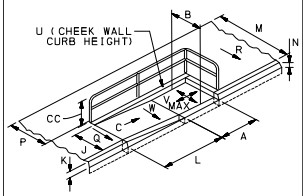
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



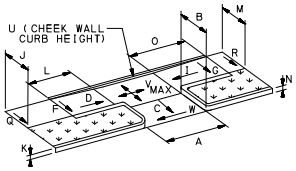
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



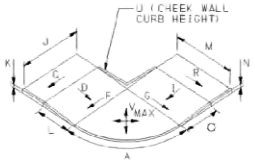
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



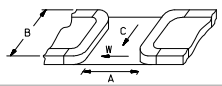
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

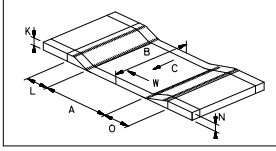
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	50	(IN)	
*	C	10.50	(%)	
*	D	999	(%)	nonwalkable
	E	999	(%)	nonwalkable
*	F	999	(%)	nonwalkable
*	G	999	(%)	fire hydrant
	H	999	(%)	fire hydrant
*	I	999	(%)	fire hydrant
*	J	134	(IN)	
	K	4	(IN)	
	L	25	(IN)	
*	M	122	(IN)	
	N	3	(IN)	
	O	45	(IN)	
*	P	48	(IN)	
*	Q	2.10	(%)	
*	R	3.90	(%)	
*	S	4.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.70	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	48	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.00	(%)	
*	EE	3.20	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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PALETHORP ST & W WESTMORELAND ST, PennDOT
Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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(check all that apply)

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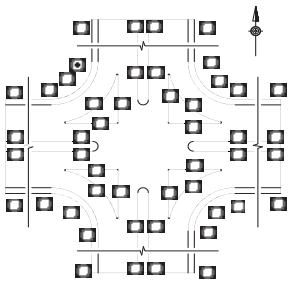

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1/30/2024

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Sunil Gill 01/30/2024

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!*. EC *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Palethorp Street-Palethorp Street-Westmoreland Street-Westmorelan*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

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DEPARTMENT OF TRANSPORTATION

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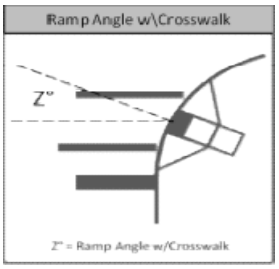
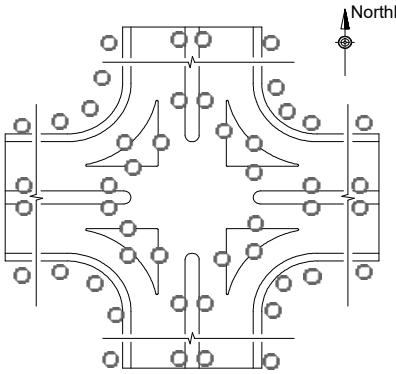
!*. EC	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Palethorp Street-Palethorp Street-Westmoreland Stre*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

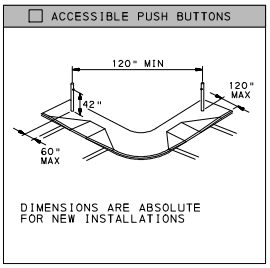
pennsylvania
DEPARTMENT OF TRANSPORTATION

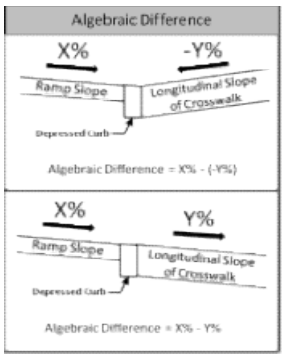
PALETHORP ST & W WESTMORELAND ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2024	06	21			
Designer 1	Nazir Vasquez Bowman Consulting Group Ltd.					
Designer 2	Alex Long Bowman Consulting Group Ltd.					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	7.20	%	0.50	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		44	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.3			
Intersection Ramp # of #	2	4	type 2 ramp			
*Ramp Location (Use Figure Below)		07				
*Curb Ramp Type	Type 2					
*North Leg	PALETHORP	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	W WESTMORELAND	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	PALETHORP	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	W WESTMORELAND	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-PALETHORPSt-WWESTMORELANDSt-PALETHORPSt-WWESTMORELANDSt-2024-06-21-7-Type2		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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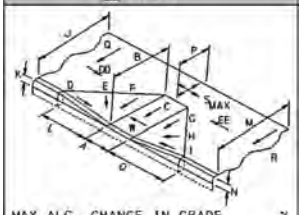
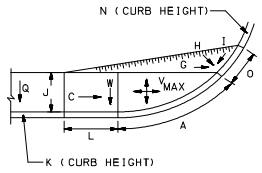
PALETHORP ST & W WESTMORELAND ST,
PennDOT Location ID # 7

☐ TYPE 1



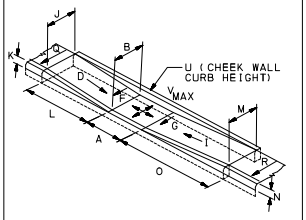
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



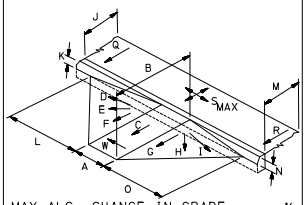
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



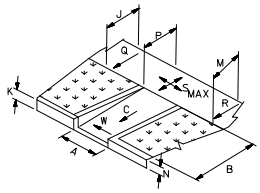
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



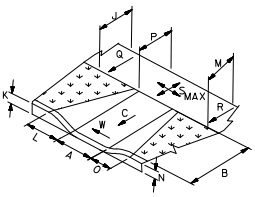
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



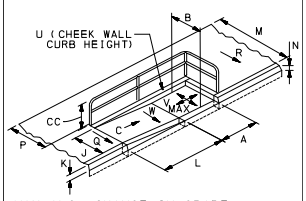
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



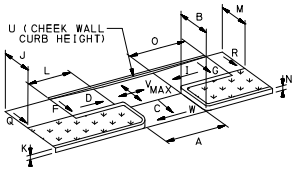
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



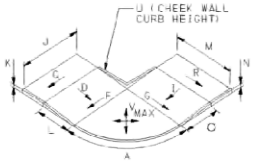
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



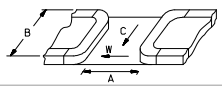
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

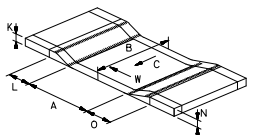
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	60	(IN)
*	B	48	(IN)
*	C		(%)
*	D	8.20	(%)
	E		(%)
*	F	0.30	(%)
*	G	2.00	(%)
	H		(%)
*	I	1.20	(%)
*	J	59	(IN)
	K	4	(IN)
	L	60	(IN)
*	M	58	(IN)
	N	4	(IN)
	O	82	(IN)
*	P		(IN)
*	Q	1.20	(%)
*	R	2.00	(%)
*	S		(%)
	T		(IN)
	U	5	(IN)
*	V	2.00	(%)
*	W		(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD		(%)
*	EE		(%)

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments ▲

pennsylvania
DEPARTMENT OF TRANSPORTATION

PALETHORP ST & W WESTMORELAND ST, PennDOT
Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

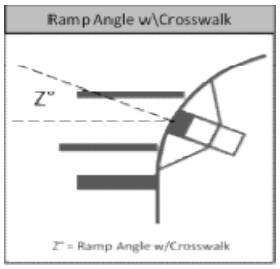
Insert Picture 3

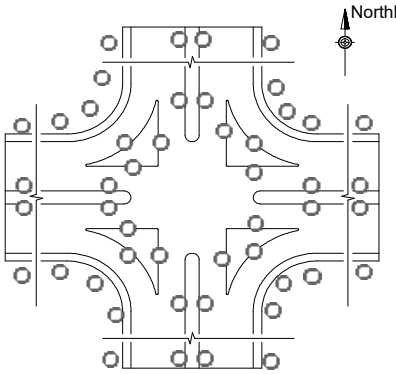
Insert Picture 6

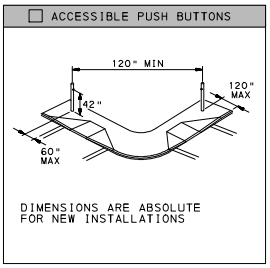
pennsylvania
DEPARTMENT OF TRANSPORTATION

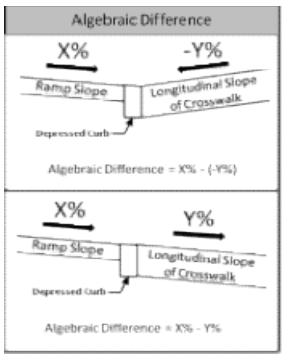
PALETHORP ST & W WESTMORELAND ST,
PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2024	06	21		
Designer 1	Nazir vasquez Bowman Consulting Group Ltd.				
Designer 2	Alex Long Bowman Consulting Group Ltd.				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	0				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	NO				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	1.50	%	0.80	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	7.1		
Intersection Ramp # of #	3	4			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1A				
*North Leg	PALETHORP	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	W WESTMORELAND	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	PALETHORP	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	W WESTMORELAND	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







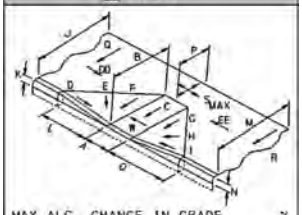


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-PALETHORPSt-WWESTMORELANDSt-PALETHORPSt-WWESTMORELANDSt-2024-06-21-14-Type1A		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

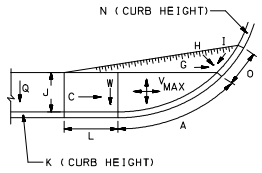
PALETHORP ST & W WESTMORELAND ST,
PennDOT Location ID # 14

☐ TYPE 1



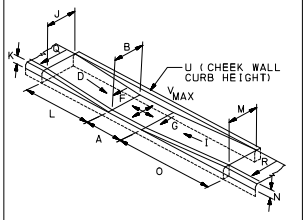
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



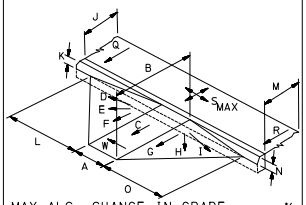
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



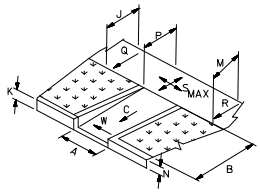
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



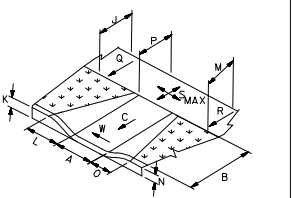
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



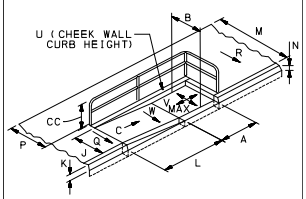
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



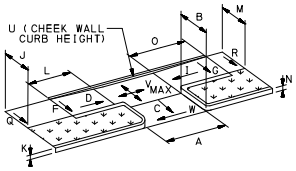
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



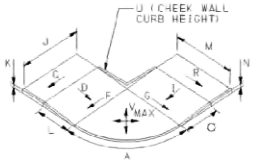
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



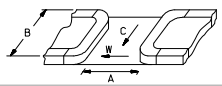
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

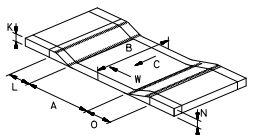
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	60	(IN)
*	B		(IN)
*	C	5.60	(%)
*	D		(%)
	E		(%)
*	F		(%)
*	G	2.00	(%)
	H	2.80	(%)
*	I	1.70	(%)
*	J	60	(IN)
	K	4	(IN)
	L	48	(IN)
*	M		(IN)
	N	2	(IN)
	O	48	(IN)
*	P		(IN)
*	Q	2.00	(%)
*	R		(%)
*	S		(%)
	T		(IN)
	U		(IN)
*	V	1.00	(%)
*	W	0.60	(%)
*	X		(IN)
*	Y		(IN)
*	YY		(IN)
*	Z		(IN)
*	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD		(%)
*	EE		(%)

	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

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DEPARTMENT OF TRANSPORTATION

PALETHORP ST & W WESTMORELAND ST, PennDOT
Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

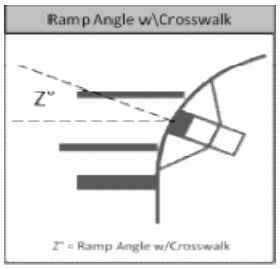
Insert Picture 3

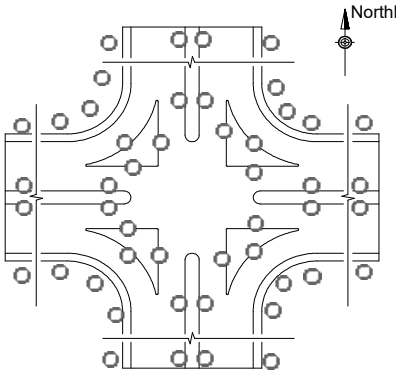
Insert Picture 6

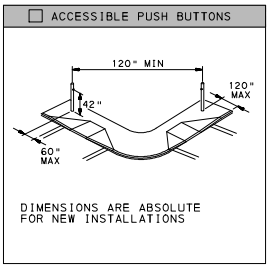
pennsylvania
DEPARTMENT OF TRANSPORTATION

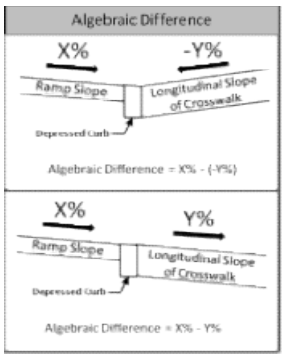
ROWLAND AVE & WELSH RD, PennDOT Location ID # 8

*Date of Design (yyyy mm dd)	2024	05	08			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	6.50	%	2.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		12	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	7.8			
Intersection Ramp # of #		8	9			
*Ramp Location (Use Figure Below)			08			
*Curb Ramp Type	Type 2					
*North Leg	WELSH	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	ROWLAND	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	WELSH	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg	ROWLAND	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-WELSHRd-ROWLANDAve-WELSHRd-ROWLANDAve-2024-05-08-8-Type2					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Meets RC-67M					

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DEPARTMENT OF TRANSPORTATION

ROWLAND AVE & WELSH RD, PennDOT Location ID # 8

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

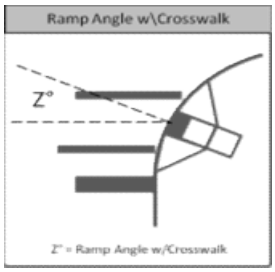
Insert Picture 3

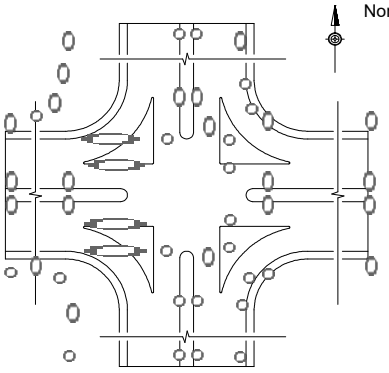
Insert Picture 6

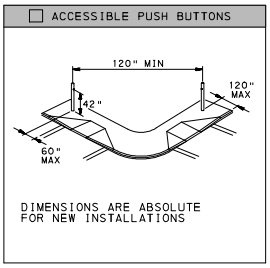
pennsylvania DEPARTMENT OF TRANSPORTATION

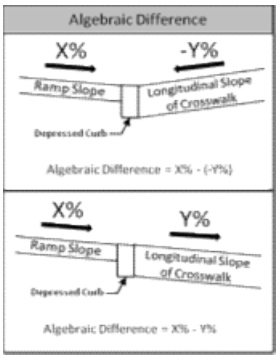
ROWLAND AVE & WELSH RD, PennDOT Location
ID # 14

*Date of Design (yyyy mm dd)	2024	02	21		
Designer 1	Nazir Vasquez McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	2.80	%	2.60	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		15	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	4.1		
Intersection Ramp # of #	9	9			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg	WELSH	(segment)	(offset)		
*North Leg Desc.	Rd				
*East Leg	ROWLAND	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	WELSH	(segment)	(offset)		
*South Leg Desc.	Rd				
*West Leg	ROWLAND	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-WELSHRd-ROWLANDAve-WELSHRd-ROWLANDAve-2024-02-21-14-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

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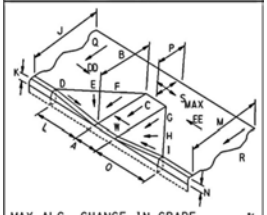
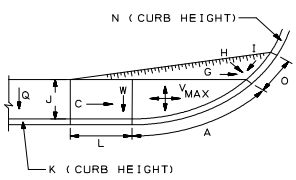
ROWLAND AVE & WELSH RD, PennDOT Location
ID # 14

☐ TYPE 1



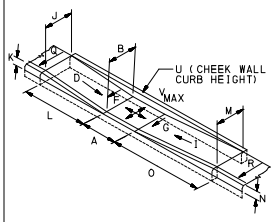
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



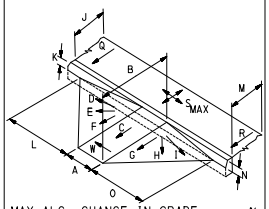
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



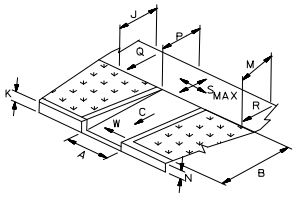
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



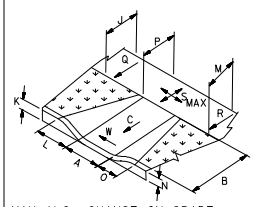
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



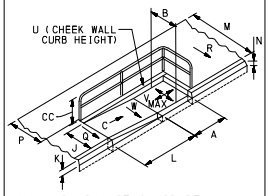
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



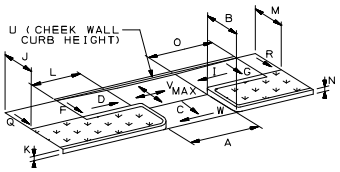
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



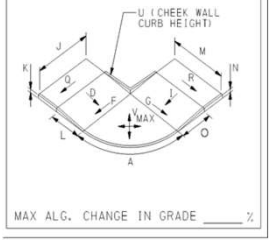
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



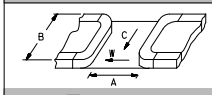
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

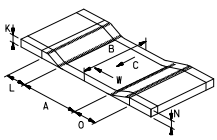
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	41	(IN)	
*	C	1.30	(%)	
*	D	2.80	(%)	
	E	5.20	(%)	
*	F	4.60	(%)	
*	G	1.40	(%)	
	H	6.00	(%)	
*	I	8.10	(%)	
*	J	48	(IN)	
	K	4	(IN)	
	L	64	(IN)	
*	M	48	(IN)	
	N	3	(IN)	
	O	60	(IN)	
*	P	48	(IN)	
*	Q	4.20	(%)	0.90%
*	R	3.00	(%)	0.95%
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	144	(IN)	
*	Z		(IN)	
*	ZZ	64	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.40	(%)	
*	EE	5.80	(%)	

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

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ROWLAND AVE & WELSH RD, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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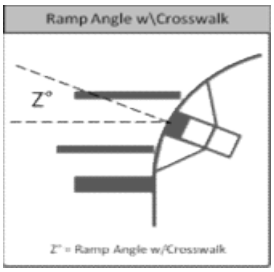
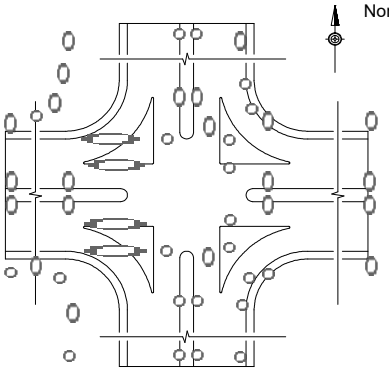
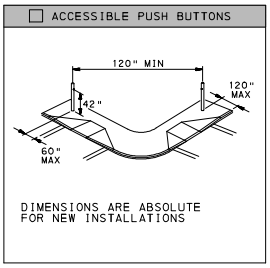
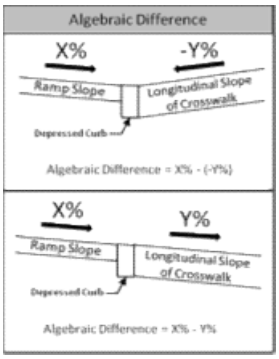
ROWLAND AVE & WELSH RD, PennDOT Location
ID # 17

*Date of Design (yyyy mm dd)	2024	02	21			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	6.20	%	2.50	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		29	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	11.4			
Intersection Ramp # of #	3	9	TIF			
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 1					
*North Leg	WELSH	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	ROWLAND	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	WELSH	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg	ROWLAND	(segment)	(offset)			
*West Leg Desc.						
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-WELSHRd-ROWLANDAve-WELSHRd-ROWLAND-2024-02-21-17-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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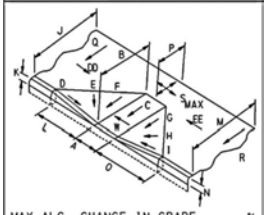
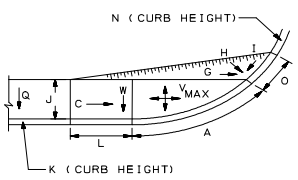
ROWLAND AVE & WELSH RD, PennDOT Location
ID # 17

☐ TYPE 1



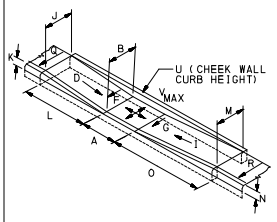
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



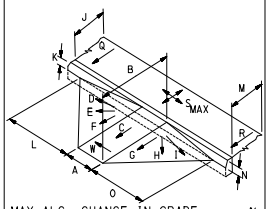
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



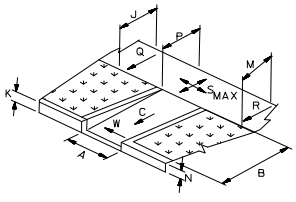
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



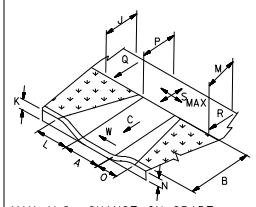
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



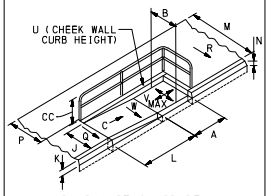
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



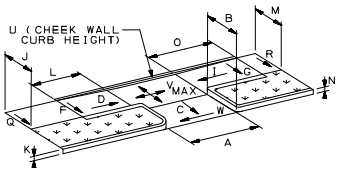
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



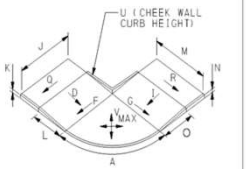
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



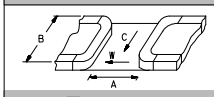
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

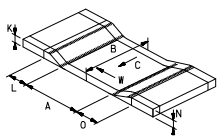
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	34	(IN)	
*	C	5.20	(%)	
*	D	999	(%)	signal
	E	999	(%)	signal
*	F	999	(%)	signal
*	G	5.30	(%)	
	H	5.70	(%)	
*	I	4.60	(%)	
*	J	68	(IN)	
	K	3	(IN)	
	L	72	(IN)	
*	M	64	(IN)	
	N	4	(IN)	
	O	46	(IN)	
*	P	48	(IN)	
*	Q	4.80	(%)	2.70%
*	R	2.30	(%)	0.50%
*	S	0.70	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	144	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.80	(%)	
*	EE	0.10	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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ROWLAND AVE & WELSH RD, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Welsh Road and Rowland Avenue	Ramp 33

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Helen Lam, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	1515 Market Street, Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
***Date Submitted:**	November 30, 2022

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	● Yes	○ No
Pedestrian Trip Generators	○ Yes	● No
Safety Concerns	○ Yes	● No
R9-3A "No Peds" Signs	○ Yes	● No
Existing Crosswalk	● Yes	○ No
Existing Sidewalk	● Yes	○ No
Existing Push Buttons	○ Yes	● No

ADT

Location Identification

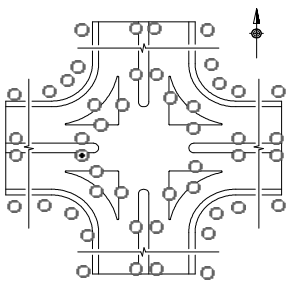
Welsh Road
**SR North - Segment*

Welsh Road
**SR South - Segment*

Rowland Avenue
**SR East - Segment*

Rowland Avenue
**SR West - Segment*

33
Location #



Investigated design alternatives	Why alternative was not selected
Shift ramp further South	Side flares to steep; Conflict with signal pole
Shift ramp further North	Would increase the ramp angle
Rotate ramp further to the east	Would exceed 2' triangular landing area

Alternative selected and description of what requirement is not met

A Type 1 curb ramp has been designed at this location. A maximum ramp angle with the crosswalk of 22 degrees is not met due to design constraints. The ramp has been designed with an angle of 29 degrees with respect to the crosswalk.

ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

6/20/2023
ADA Review Committee Chair - Date

ADE of Design Approval Status

- [ ] Approved
- [ ] Denied

District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Welsh Road-Welsh Road-Rowland Avenue-Rowland Avenue-33-448*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Welsh Road and Rowland Avenue	Ramp 33

Investigated Design Alternative #1

An alternative was investigated to locate the ramp further to the south thereby reducing the ramp angle to crosswalk. However, relocating the ramp further to the south would cause the side flare to be too steep and would also create a conflict with the exisitng traffic signal pole. As a result, this alternative was eliminated.

Investigated Design Alternative #2

An alternative was investigated to locate the ramp further to the north thereby reducing the ramp angle to crosswalk. However, relocating the ramp further to the north would increase the ramp angle with the crosswalk even more than it already is. As a result, this alternative was eliminated.

Investigated Design Alternative #3

An alternative was investigated to increase the length of the triangular landing area to reduce the crosswalk angle. This design alternative was eliminated because the trinagular landing area cannot exceed 2' long per City of Philadelphia requirements.

Summary

City of Philadelphia requirements dictate a curb ramp shall have a maximum ramp angle to the crosswalk of 22 degrees. It is technically infeasible to meet this requirement at this location due to the close proximity of utilities and also the skew of the intersection. The ramp has been designed with a maximum ramp angle of 29 degreees. This design provides acccess to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Welsh Road-Welsh Road-Rowland Avenue-Rowland*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

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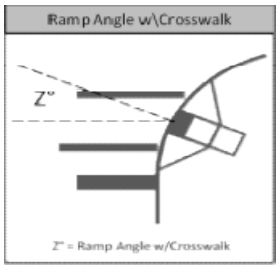
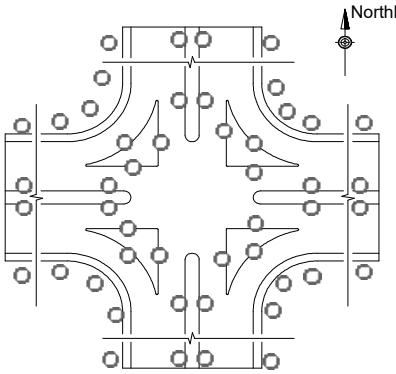
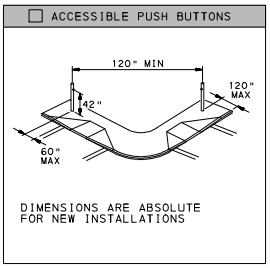
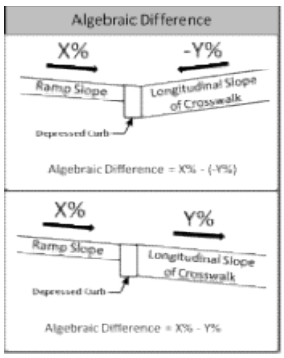
ROWLAND AVE & WELSH RD, PennDOT Location
ID # 19

*Date of Design (yyyy mm dd)	2024	02	21			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.10	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		30	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.2			
Intersection Ramp # of #	2	9	30 degrees			
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	WELSH	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	ROWLAND	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	WELSH	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg	ROWLAND	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-WELSHRd-ROWLANDAve-WELSHRd-ROWLANDAve-2024-02-21-19-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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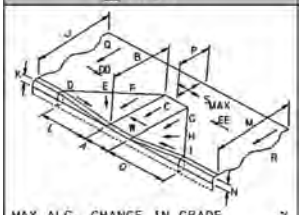
DEPARTMENT OF TRANSPORTATION

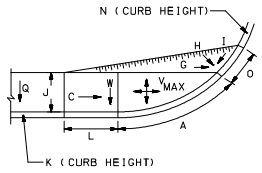
ROWLAND AVE & WELSH RD, PennDOT Location
ID # 19

☐ TYPE 1



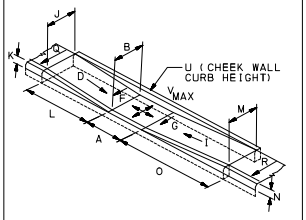
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



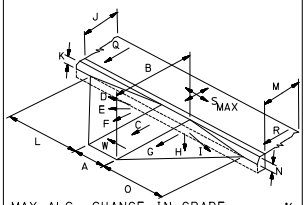
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



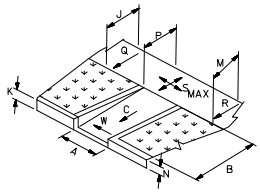
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



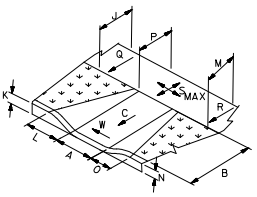
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



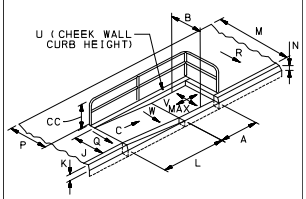
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



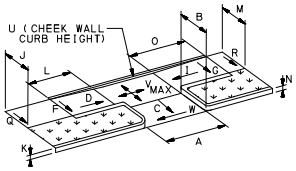
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



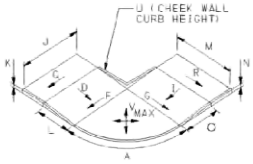
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



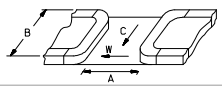
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

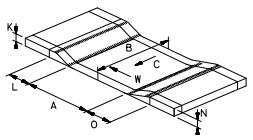
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	24	(IN)
*	C	6.30	(%)
*	D	10.00	(%)
	E	9.50	(%)
*	F	6.40	(%)
*	G	6.10	(%)
	H	7.80	(%)
*	I	8.80	(%)
*	J	84	(IN)
	K	2	(IN)
	L	32	(IN)
*	M	62	(IN)
	N	3	(IN)
	O	42	(IN)
*	P	48	(IN)
*	Q	0.80	(%)
*	R	1.90	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.80	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	62	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.90	(%)
*	EE	3.30	(%)

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments ▲

C-06-101-60000-WELSHRd-ROWLANDAve-WELSHRd-ROWLANDAve-2024-02-21-19-Type1

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ROWLAND AVE & WELSH RD, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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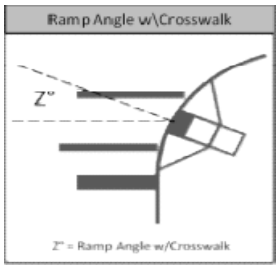
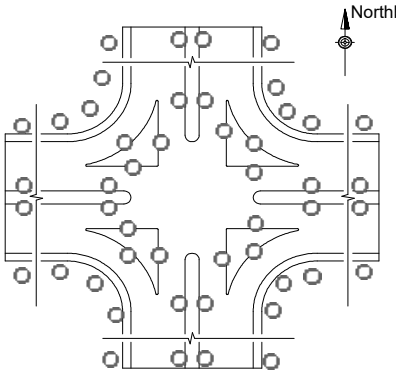
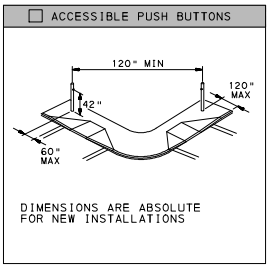
DEPARTMENT OF TRANSPORTATION

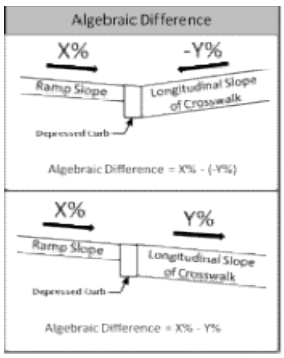
ROWLAND AVE & WELSH RD, PennDOT Location
ID # 25

*Date of Design (yyyy mm dd)	2024	02	21			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal		
Longitudinal / Cross slope in Front of Ramp	3.40	%	0.70	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.7			
Intersection Ramp # of #	6	9				
*Ramp Location (Use Figure Below)		25				
*Curb Ramp Type	Type 1					
*North Leg	WELSH	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	ROWLAND	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	WELSH	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg	ROWLAND	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







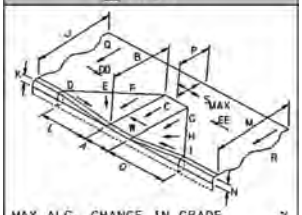


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-WELSHRd-ROWLANDAve-WELSHRd-ROWLANDAve-2024-02-21-25-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

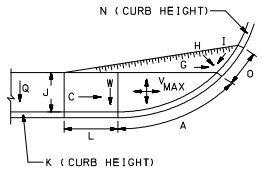
ROWLAND AVE & WELSH RD, PennDOT Location
ID # 25

☐ TYPE 1



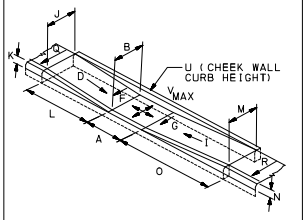
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



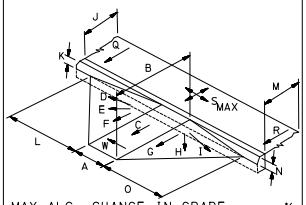
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



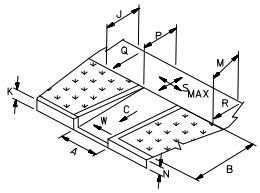
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



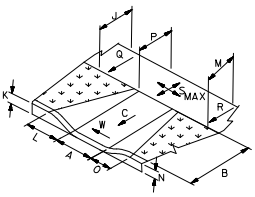
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



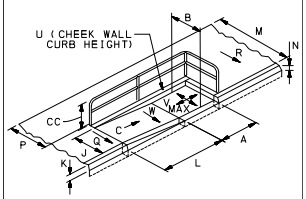
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



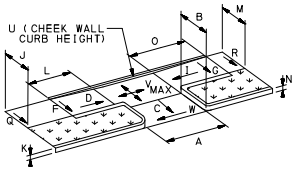
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



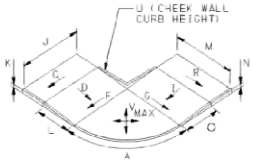
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



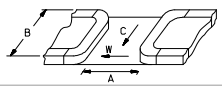
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

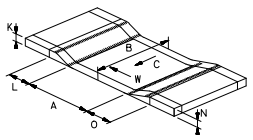
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	73	(IN)	
*	C	8.20	(%)	
*	D	9.80	(%)	
	E	11.60	(%)	
*	F	6.40	(%)	
*	G	6.00	(%)	
	H	6.10	(%)	
*	I	4.00	(%)	
*	J	48	(IN)	
	K	4	(IN)	
	L	66	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	72	(IN)	
*	P	48	(IN)	
*	Q	4.30	(%)	
*	R	6.50	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	no stopbar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.50	(%)	
*	EE	2.60	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-WELSHRd-ROWLANDAve-WELSHRd-ROWLANDAve-2024-02-21-25-Type1

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ROWLAND AVE & WELSH RD, PennDOT Location ID # 25

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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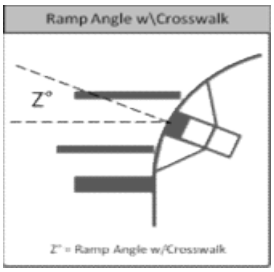
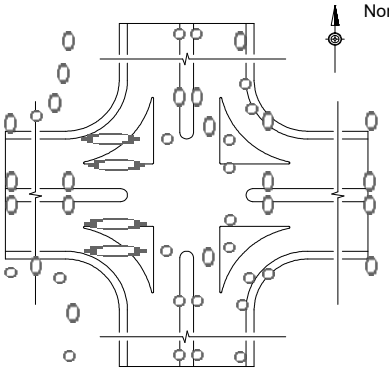
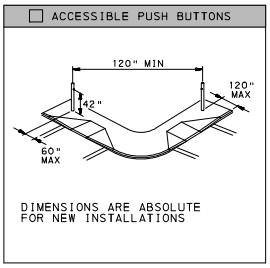
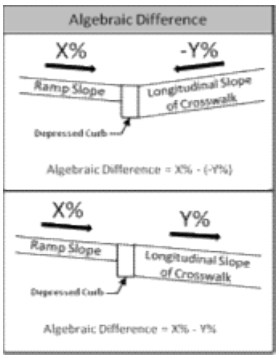
ROWLAND AVE & WELSH RD, PennDOT Location
ID # 26

*Date of Design (yyyy mm dd)	2024	02	21		
Designer 1	Nazir Vasquez McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Double Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	1.00	%	0.80	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		45	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	7.5		
Intersection Ramp # of #	5	9			
*Ramp Location (Use Figure Below)		26			
*Curb Ramp Type	Type 1				
*North Leg	WELSH	(segment)	(offset)		
*North Leg Desc.	Rd				
*East Leg	ROWLAND	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	WELSH	(segment)	(offset)		
*South Leg Desc.	Rd				
*West Leg	ROWLAND	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-WELSHRd-ROWLANDAve-WELSHRd-ROWLANDAve-2024-02-21-26-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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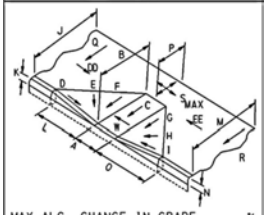
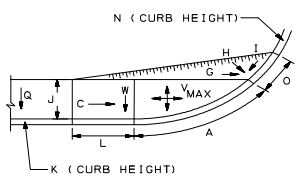
ROWLAND AVE & WELSH RD, PennDOT Location
ID # 26

☐ TYPE 1



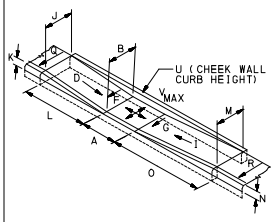
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



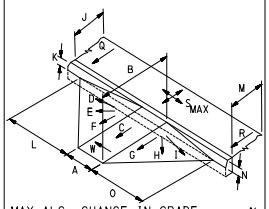
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



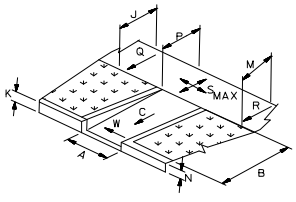
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



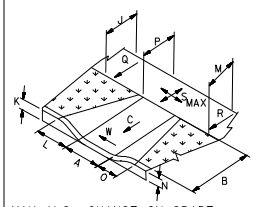
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



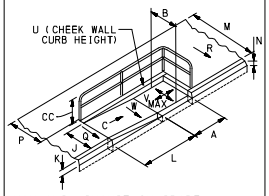
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



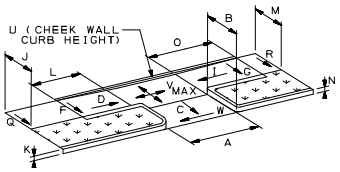
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



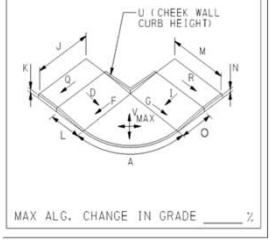
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



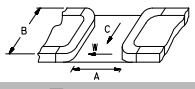
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

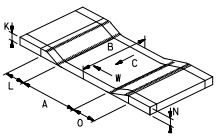
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		Comments
*	A	60 (IN)	
*	B	63 (IN)	
*	C	7.50 (%)	
*	D	2.60 (%)	
	E	4.00 (%)	
*	F	6.40 (%)	
*	G	6.20 (%)	
	H	8.10 (%)	
*	I	8.50 (%)	
*	J	48 (IN)	
	K	3 (IN)	
	L	53 (IN)	
*	M	48 (IN)	
	N	4 (IN)	
	O	55 (IN)	
*	P	48 (IN)	
*	Q	6.50 (%)	2.55%
*	R	4.30 (%)	1.60%
*	S	2.00 (%)	
	T	(IN)	
	U	(IN)	
*	V	(%)	
*	W	1.70 (%)	
*	X	999 (IN)	na
*	Y	144 (IN)	
*	YY	180 (IN)	
*	Z	999 (IN)	na
*	ZZ	80 (IN)	
*	AA	36 (IN)	
*	BB	24 (IN)	
	CC	(IN)	
*	DD	2.60 (%)	
*	EE	3.50 (%)	

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

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ROWLAND AVE & WELSH RD, PennDOT Location ID # 26

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Welsh Road and Rowland Avenue	Ramp 26

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [x] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Helen Lam, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	1515 Market Street, Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
***Date Submitted:**	November 30, 2022

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	○ Yes	○ No
Pedestrian Trip Generators	○ Yes	○ No
Safety Concerns	○ Yes	○ No
R9-3A "No Peds" Signs	○ Yes	○ No
Existing Crosswalk	○ Yes	○ No
Existing Sidewalk	○ Yes	○ No
Existing Push Buttons	○ Yes	○ No

ADT

Location Identification

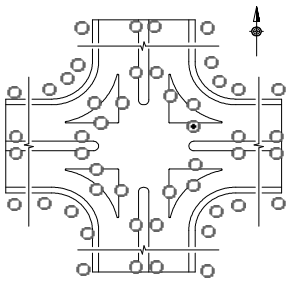
Northbound

Welsh Road
**SR North - Segment*

Welsh Road
**SR South - Segment*

Rowland Avenue
**SR East - Segment*

Rowland Avenue
**SR West - Segment*



26
Location #

Investigated design alternatives	Why alternative was not selected
1.) Shift ramp further North	Utility conflict
2.) Shift ramp further South	Stormwater inlet conflict
3.) Design 2 ramps on corner	Conflict for space

Alternative selected and description of what requirement is not met

A Type 1 curb ramp has been designed at this location. A maximum ramp angle with the crosswalk of 22 degrees is not met due to a conflict for space on the corner. The ramp has been designed with an angle ranging from 45 degrees to 55 degrees (a type 1 diagonal ramp) with respect to the crosswalk.

ADA Review Committee Recommendation

☑ Approved
○ Denied

6/20/2023
ADA Review Committee Chair - Date

ADE of Design Approval Status

○ Approved
○ Denied

District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Welsh Road-Welsh Road-Rowland Avenue-Rowland Avenue-26-448*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Welsh Road and Rowland Avenue	Ramp 26

Investigated Design Alternative #1

An alternative was investigated to shift the Type 1 ramp further north. This design alternative was eliminated because this would create a conflict with the existing junction box on this corner.

Investigated Design Alternative #2

An alternative was investigated to shift the Type 1 ramp further south. This design alternative was eliminated because this would create a conflict with the existing stormwater inlet on this corner.

Investigated Design Alternative #3

An alternative was investigated to design 2 ramps, one for each crossing. This design alternative was eliminated due to a conflict for space on the corner. Two separate ramps will not fit in between the junction box and stormwater inlet.

Summary

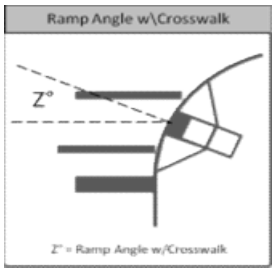
City of Philadelphia requirements dictate a Type 1 curb ramp shall have a maximum ramp angle to the cross of 22 degrees. It is technically infeasible to meet this requirement at this location due to the close proximity of utility and a stormwater inlet. The ramp has been designed with a maximum ramp angle ranging from 45 degrees to 55 degrees (a type 1 diagonal ramp). This design provides access to the maximum extent feasible.

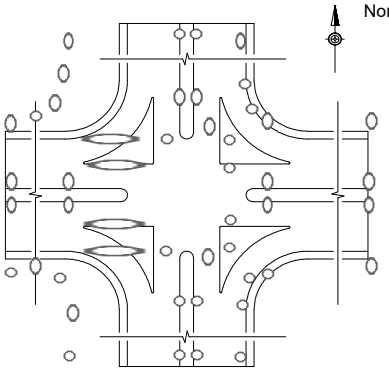
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Welsh Road-Welsh Road-Rowland Avenue-Rowland*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

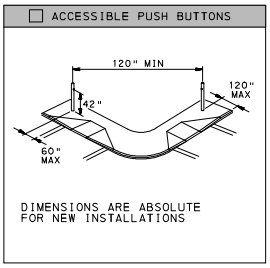
pennsylvania DEPARTMENT OF TRANSPORTATION

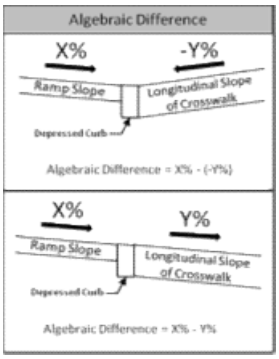
W 65TH AVE & MASCHER ST, PennDOT Location ID # 15

*Date of Design (yyyy mm dd)	2024	02	15		
Designer 1	Nazir Vasquez McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	5.70	%	1.50	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	12.9		
Intersection Ramp # of #	1	2			
*Ramp Location (Use Figure Below)		15			
*Curb Ramp Type	Type 1				
*North Leg	MASCHER	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	W 65TH	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	MASCHER	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	W 65TH	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-MASCHERSt-W65THAve-MASCHERSt-W65THAve-2024-02-15-15-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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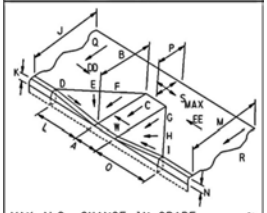
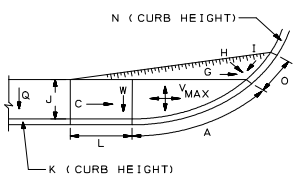
W 65TH AVE & MASCHER ST, PennDOT Location
ID # 15

☐ TYPE 1



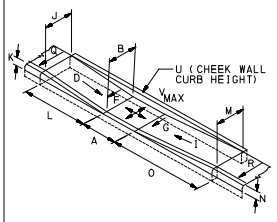
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



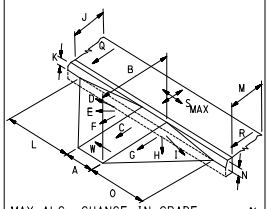
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



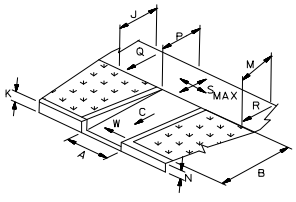
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



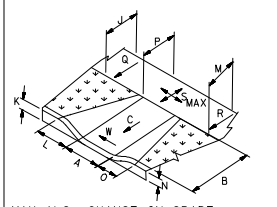
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



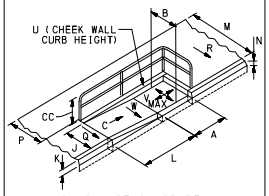
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



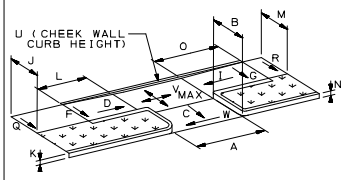
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



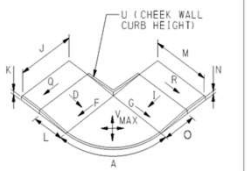
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



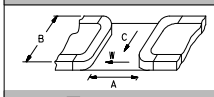
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

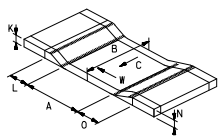
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	38	(IN)
*	C	7.20	(%)
*	D	8.00	(%)
	E	11.60	(%)
*	F	8.30	(%)
*	G	6.40	(%)
	H	9.80	(%)
*	I	8.90	(%)
*	J	90	(IN)
	K	5	(IN)
	L	52	(IN)
*	M	90	(IN)
	N	4	(IN)
	O	52	(IN)
*	P	50	(IN)
*	Q	2.30	(%)
*	R	2.50	(%)
*	S	1.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	55	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	7.00	(%)
*	EE	6.20	(%)

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments

pennsylvania
DEPARTMENT OF TRANSPORTATION

W 65TH AVE & MASCHER ST, PennDOT Location ID # 15

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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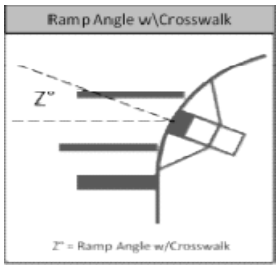
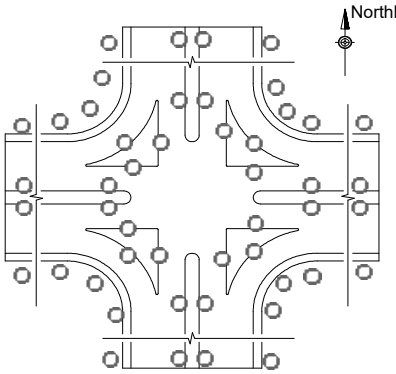
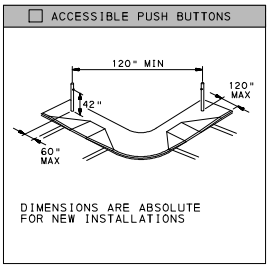
DEPARTMENT OF TRANSPORTATION

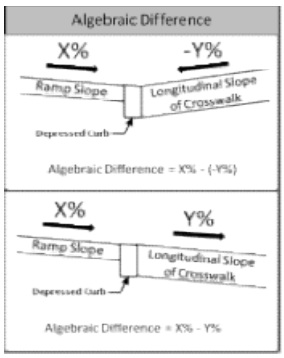
WALDEMIRE DR & WOODHAVEN RD, PennDOT
Location ID # 14

*Date of Design (yyyy mm dd)	2024	02	14			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	1					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	0.60	%	3.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	5.2			
Intersection Ramp # of #	1	2				
*Ramp Location (Use Figure Below)		14				
*Curb Ramp Type	Type 4A					
*North Leg	WOODHAVEN	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	WALDEMIRE	(segment)	(offset)			
*East Leg Desc.	Dr					
*South Leg	WOODHAVEN	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg	WALDEMIRE	(segment)	(offset)			
*West Leg Desc.	Dr					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-WOODHAVENRd-WALDEMIREDr-WOODHAVENRd-WALDEMIREDr-2024-02-14-14-Type4A		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)		

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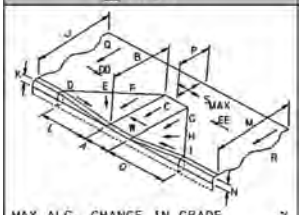
DEPARTMENT OF TRANSPORTATION

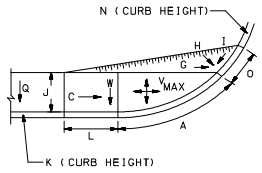
WALDEMIRE DR & WOODHAVEN RD, PennDOT
Location ID # 14

☐ TYPE 1



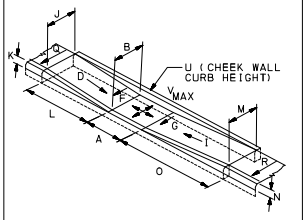
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



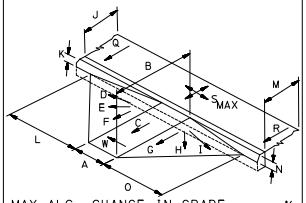
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



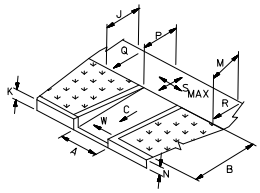
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



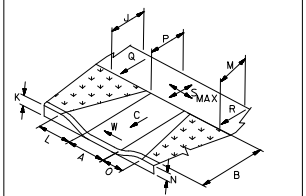
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



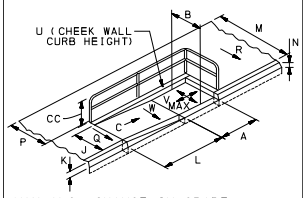
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



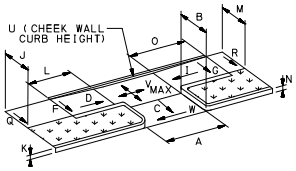
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



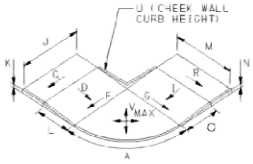
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



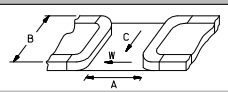
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

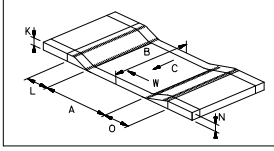
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	33	(IN)
*	C	4.60	(%)
*	D		(%)
	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I		(%)
*	J	59	(IN)
	K	5	(IN)
	L	26	(IN)
*	M	60	(IN)
	N	2	(IN)
	O	23	(IN)
*	P	48	(IN)
*	Q	1.00	(%)
*	R	3.60	(%)
*	S	2.84	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.10	(%)
*	X		(IN)
*	Y		(IN)
*	YY	132	(IN)
*	Z		(IN)
*	ZZ	60	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	7.60	(%)
*	EE	0.20	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments ▲

C-06-101-60000-WOODHAVENRd-WALDEMIREDr-WOODHAVENRd-WALDEMIREDr-2024-02-14-14-Type4A

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DEPARTMENT OF TRANSPORTATION

WALDEMIRE DR & WOODHAVEN RD, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(02-09)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Woodhaven Road and Waldemire Drive	Ramp 14

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Helen Lam, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	1515 Market Street, Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
***Date Submitted:**	January 3, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	○ Yes	○ No
Pedestrian Trip Generators	○ Yes	○ No
Safety Concerns	○ Yes	○ No
R9-3A "No Peds" Signs	○ Yes	○ No
Existing Crosswalk	○ Yes	○ No
Existing Sidewalk	○ Yes	○ No
Existing Push Buttons	○ Yes	○ No

ADT

Location Identification

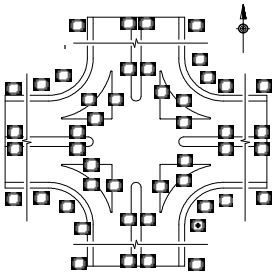
N/A
**SR North - Segment*

Waldemire Drive
**SR South - Segment*

Woodhaven Road
**SR East - Segment*

Woodhaven Road
**SR West - Segment*

14
Location #



Investigated design alternatives	Why alternative was not selected
1) Locate Type 4A curb ramp further north	TIF still needed, Curbline slopes consistently exceed 2.00%, Conflict with existing utility pole
2) Locate Type 4A curb ramp further south	TIF still needed, Curbline slopes consistently exceed 2.00%, Conflict with existing utilities
3) Provide cross slope less than 2% in front of ramp	TIF still needed, Not enough PAR

Alternative selected and description of what requirement is not met

A type 4a curb ramp is designed at this location. The following requirement(s) are not met: maximum ramp cross slope of 2.00%, maximum landing slope of 2.00%, maximum triangular landing slope of 2.00%, and The ramp has been designed with a 2.84% landing and ramp cross-slope and a 4.00% triangular landing slope.

ADA Review Committee Recommendation

☑ Approved
☐ Denied

Minnu Marie Varghese 8.11.23
ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved
☐ Denied

Sunil Gill 8/11/23
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-N/A-Waldemire Drive-Woodhaven Road-Woodhaven Road-14-4492*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(02-09)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Woodhaven Road and Waldemire Drive	Ramp 14

Investigated Design Alternative #1

Consideration was given to locate the proposed type 4A ramp further to the north, however shifting the curb ramp further to the north would still require a TIF for the ramp cross slope and landing slope due to the curbline slope consistently exceeding 2.00%. Additionally, shifting the proposed type 1 ramp to the north would create a conflict with the existing utility pole. As a result of these considerations this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 4A ramp further to the south, however shifting the curb ramp further to the south would still require a TIF for the ramp cross slope and landing slope due to the curbline slope consistently exceeding 2.00%. Additionally, shifting the proposed type 1 ramp to the south would create a conflict with the existing gas valve and box. As a result of these considerations this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to extend the proposed type 4A ramp and transition the longitudinal ramp slopes to obtain a cross slope under 2.00%, however extending the ramp or evaluating a longtiduinal slope transition would result in insufficent PAR. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 4A curb ramps have a maximum ramp cross slope of 2.00% a maximum landing slope of 2.00%, and a maximum triangular landing slope of 2.00%. It is technically infeasible to meet the cross slope requirement on the surface of the curb ramp directly adjacent to the proposed curb depression because the existing curbline slope is 3.82%. The ramp has been designed with a maximum ramp cross slope of 2.84%, a maximum landing slope of 2.84% and a maximum triangular landing slope of 4.00%. This design provides access to the maximum extent feasible.

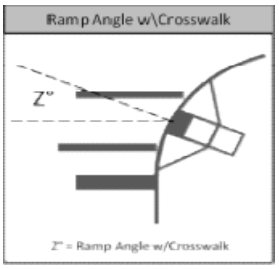
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-N/A-Waldemire Drive-Woodhaven Road-Woodhaven*

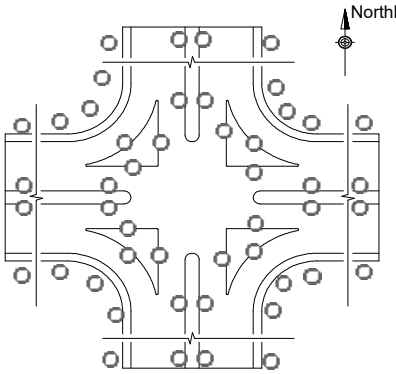
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

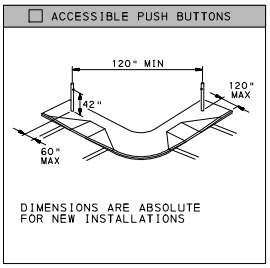
pennsylvania
DEPARTMENT OF TRANSPORTATION

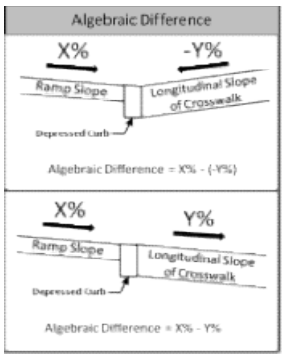
WALDEMIRE DR & WOODHAVEN RD, PennDOT
Location ID # 17

*Date of Design (yyyy mm dd)	2024	03	18			
Designer 1	Nazir Vasquez McMahon, a Bowman Company					
Designer 2	Alex Long McMahon, a Bowman Company					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.40	%	5.60	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		35	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	3.4			
Intersection Ramp # of #	2	2	35 degrees			
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 2					
*North Leg	WOODHAVEN	(segment)	(offset)			
*North Leg Desc.	Rd					
*East Leg	WALDEMIRE	(segment)	(offset)			
*East Leg Desc.	Dr					
*South Leg	WOODHAVEN	(segment)	(offset)			
*South Leg Desc.	Rd					
*West Leg	WALDEMIRE	(segment)	(offset)			
*West Leg Desc.	Dr					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-WOODHAVENRd-WALDEMIREDr-WOODHAVENRd-WALDEMIREDr-2024-03-18-17-Type2		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)		

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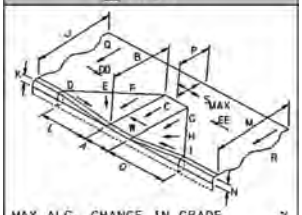
DEPARTMENT OF TRANSPORTATION

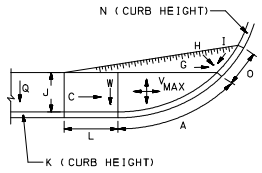
WALDEMIRE DR & WOODHAVEN RD, PennDOT
Location ID # 17

☐ TYPE 1



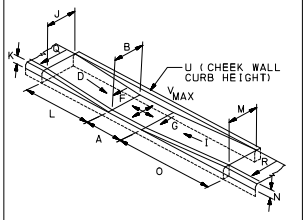
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



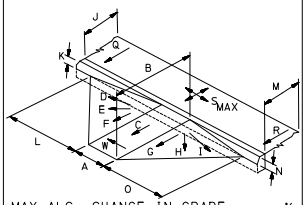
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



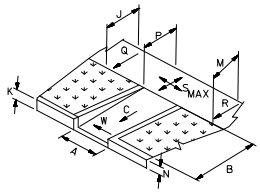
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



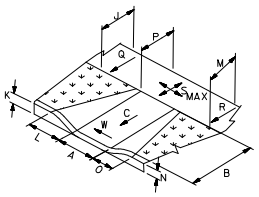
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



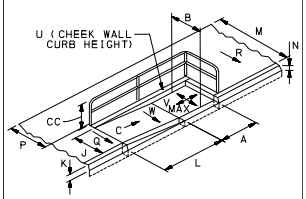
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



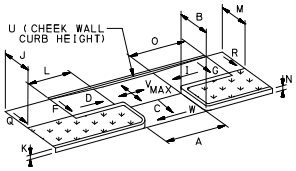
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



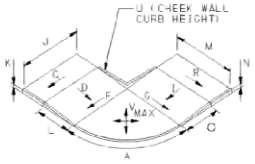
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



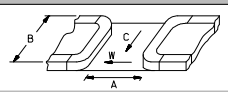
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

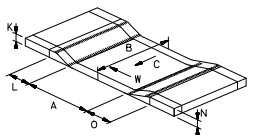
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		Comments
*	A	60	(IN)
*	B	52	(IN) front of the DWS to back of cheel
*	C		(%)
*	D	2.70	(%) left sidewalk slope run
	E		(%)
*	F	1.40	(%) left sidewalk slope cross
*	G	1.00	(%) right sidewalk slope cross
	H		(%)
*	I	6.60	(%) right sidewalk slope run
*	J	55	(IN)
	K	3	(IN)
	L	48	(IN)
*	M	52	(IN)
	N	2	(IN)
	O	42	(IN) right sidewalk length
*	P		(IN)
*	Q	1.30	(%) left sidewalk slope cross
*	R	0.80	(%) right sidewalk slope cross
*	S		(%)
	T		(IN)
	U	4	(IN)
*	V	5.29	(%)
*	W		(%)
*	X		(IN)
*	Y		(IN)
*	YY	108	(IN)
*	Z		(IN)
*	ZZ	999	(IN) no stopbar
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD		(%)
*	EE		(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

C-06-101-60000-WOODHAVENRd-WALDEMIREDr-WOODHAVENRd-WALDEMIREDr-2024-03-18-17-Type2

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WALDEMIRE DR & WOODHAVEN RD, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Woodhaven Road and Waldemire Drive	Ramp 17

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	☐ Yes	☐ No
Suggested Repair		
Approx. Repair Costs		
Actual Repair Costs		
Actual Repair		
Date Repaired		

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3897

Submitter Information

Submitted By:	Helen Lam, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	1515 Market Street, Suite 1360
City State Zip	Philadelphia, PA 19102
Telephone	215-433-1660
***Date Submitted:**	January 3, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	☐ Yes	☐ No
Pedestrian Trip Generators	☐ Yes	☐ No
Safety Concerns	☐ Yes	☐ No
R9-3A "No Peds" Signs	☐ Yes	☐ No
Existing Crosswalk	☐ Yes	☐ No
Existing Sidewalk	☐ Yes	☐ No
Existing Push Buttons	☐ Yes	☐ No

ADT

Location Identification

Northbound

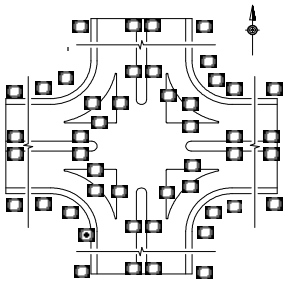
N/A
**SR North - Segment*

Waldemire Drive
**SR South - Segment*

Woodhaven Road
**SR East - Segment*

Woodhaven Road
**SR West - Segment*

17
Location #



Investigated design alternatives	Why alternative was not selected
1) Locate Type 2 curb ramp further north	TIF still needed, Curbline slopes consistently exceed 2.00%
2) Locate Type 2 curb ramp further south	TIF still needed, Curbline slopes consistently exceed 2.00%
3) Provide cross slope less than 2% in front	City guidance stated to maintain constant gutter slope throughout adjustment

Alternative selected and description of what requirement is not met

A type 2 curb ramp is designed at this location. The following requirement(s) are not met: maximum ramp cross slope of 2.00%, and maximum landing slope of 2.00%, The ramp has been designed with a 5.29% landing and ramp cross-slope.

ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

Marie Vayhesse 8.11.23
ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

Sunil Gill 8/11/23
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-N/A-Waldemire Drive-Woodhaven Road-Woodhaven Road-17-449*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Woodhaven Road and Waldemire Drive	Ramp 17

Investigated Design Alternative #1

Consideration was given to locate the proposed type 2 ramp further to the north, however shifting the curb ramp further to the north would still require a TIF for the ramp cross slope and landing slope due to the curbline slope consistently exceeding 2.00%. As a result of these considerations this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 2 ramp further to the south, however shifting the curb ramp further to the south would still require a TIF for the ramp cross slope and landing slope due to the curbline slope consistently exceeding 2.00%. As a result of these considerations this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to provide a cross slope less than 2.00% in front of the proposed type 2 ramp, however guidance from the City of Philadelphia stated to maintain a constant gutter slope within the pavement adjustment. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 2 curb ramps have a maximum ramp cross slope of 2.00% and maximum landing slope of 2.00%. It is technically infeasible to meet the cross slope requirement on the surface of the curb ramp directly adjacent to the proposed curb depresson because the existing curbline slope consistently exceeds 2.00%. In order to maintain a constant gutter slope, the ramp has been designed with a maximum ramp cross slope of 5.29% and a maximum landing slope of 5.2%. This design provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-N/A-Waldemire Drive-Woodhaven Road-Woodhaven*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

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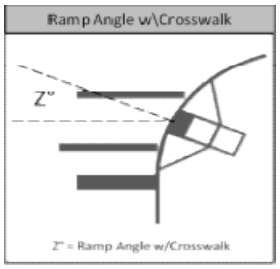
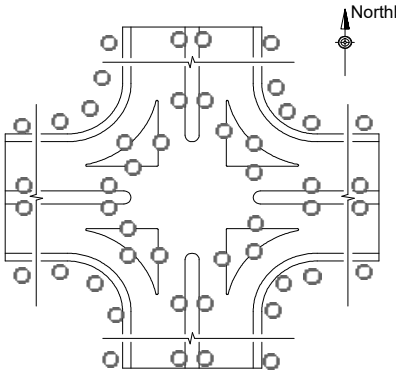
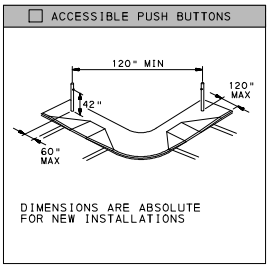
DEPARTMENT OF TRANSPORTATION

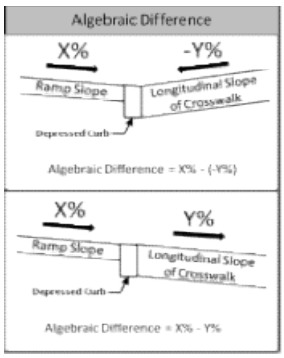
W ALLEGHENY AVE & N FAIRHILL ST, PennDOT
Location ID # 4

*Date of Design (yyyy mm dd)	2024	02	15		
Designer 1	Nazir Vasquez McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	4.00	%	1.80	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	10.7		
Intersection Ramp # of #	1	2			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				
*North Leg	N FAIRHILL	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	W ALLEGHENY	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	N FAIRHILL	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	W ALLEGHENY	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-NFAIRHILLSt-WALLEGHENYAve-NFAIRHILLSt-WALLEGHENYAve-2024-02-15-4-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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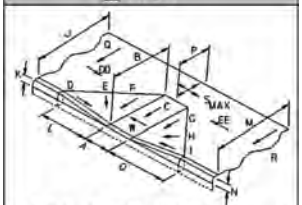
DEPARTMENT OF TRANSPORTATION

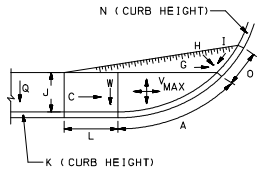
W ALLEGHENY AVE & N FAIRHILL ST, PennDOT
Location ID # 4

☐ TYPE 1



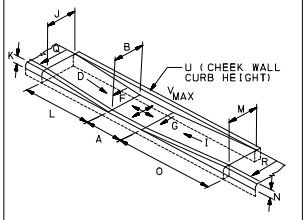
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



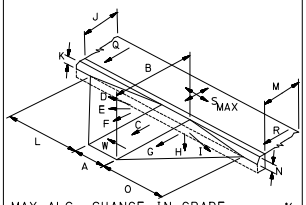
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



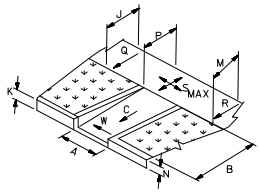
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



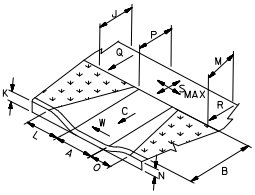
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



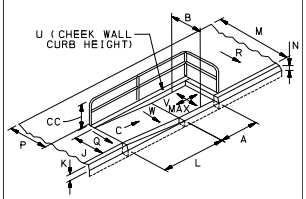
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



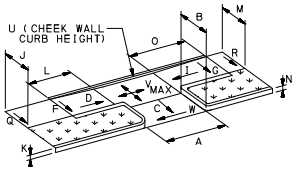
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



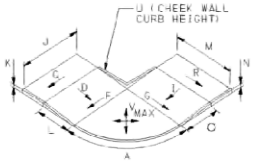
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



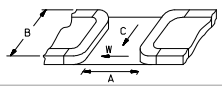
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

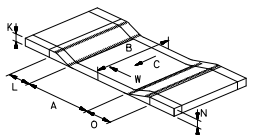
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



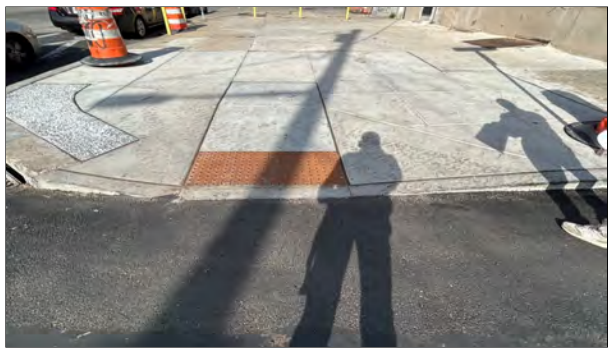
	"0.00" inches or %		
*	A	48	(IN)
*	B	72	(IN)
*	C	6.70	(%)
*	D	8.70	(%)
	E	10.20	(%)
*	F	6.70	(%)
*	G	6.20	(%)
	H	10.40	(%)
*	I	10.00	(%)
*	J	72	(IN)
	K	7	(IN)
	L	36	(IN)
*	M	120	(IN)
	N	4	(IN)
	O	70	(IN)
*	P	48	(IN)
*	Q	3.90	(%)
*	R	2.00	(%)
*	S	1.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	114	(IN)
*	Z		(IN)
*	ZZ	63	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.10	(%)
*	EE	5.10	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments ▲

pennsylvania
DEPARTMENT OF TRANSPORTATION

W ALLEGHENY AVE & N FAIRHILL ST, PennDOT Location ID # 4



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

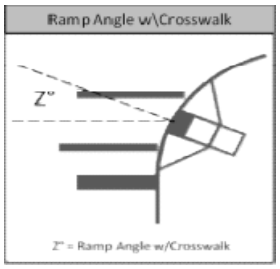
Insert Picture 6

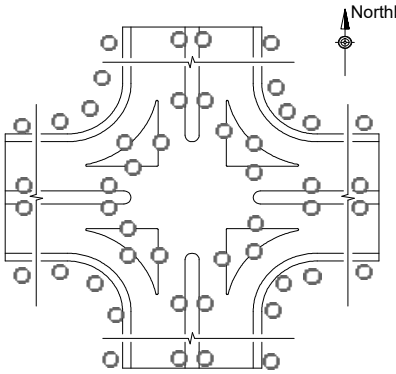
pennsylvania
DEPARTMENT OF TRANSPORTATION

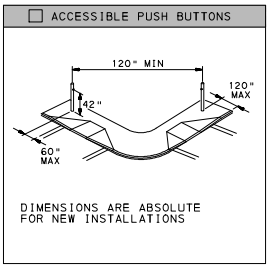
W ALLEGHENY AVE & N FAIRHILL ST, PennDOT
Location ID # 7

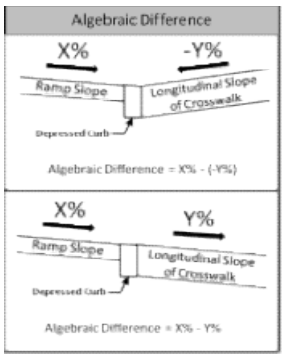
*Date of Design (yyyy mm dd)	2024	02	15		
Designer 1	Nazir Vasquez McMahon, a Bowman Company				
Designer 2	Alex Long McMahon, a Bowman Company				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	0.70	%	1.60	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	8.0		
Intersection Ramp # of #	2	2			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				

*North Leg	N FAIRHILL	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	W ALLEGHENY	(segment)	(offset)
*East Leg Desc.	Ave		
*South Leg	N FAIRHILL	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	W ALLEGHENY	(segment)	(offset)
*West Leg Desc.	Ave		
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-NFAIRHILLSt-WALLEGHENYAve-NFAIRHILLSt-WALLEGHENYAve-2024-02-15-7-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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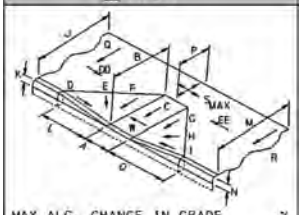
DEPARTMENT OF TRANSPORTATION

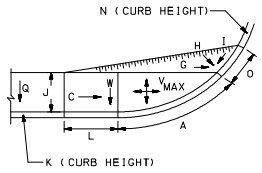
W ALLEGHENY AVE & N FAIRHILL ST, PennDOT
Location ID # 7

☐ TYPE 1



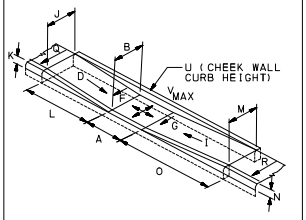
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



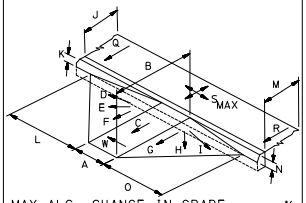
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



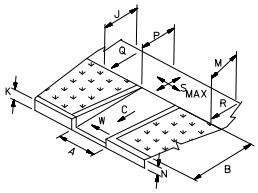
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



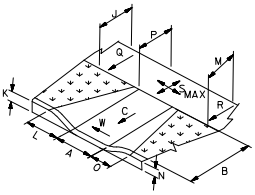
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



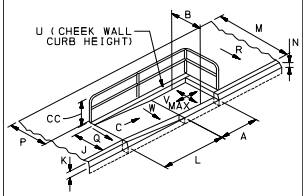
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



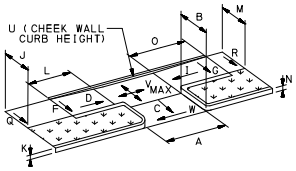
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



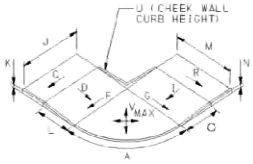
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



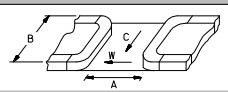
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

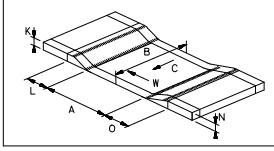
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	49	(IN)
*	C	7.30	(%)
*	D	7.80	(%)
	E	7.80	(%)
*	F	7.90	(%)
*	G	7.00	(%)
	H	10.10	(%)
*	I	8.20	(%)
*	J	85	(IN)
	K	7	(IN)
	L	56	(IN)
*	M	203	(IN)
	N	4	(IN)
	O	48	(IN)
*	P	48	(IN)
*	Q	1.80	(%)
*	R	3.10	(%)
*	S	1.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	114	(IN)
*	Z		(IN)
*	ZZ	63	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.00	(%)
*	EE	0.60	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

pennsylvania
DEPARTMENT OF TRANSPORTATION

W ALLEGHENY AVE & N FAIRHILL ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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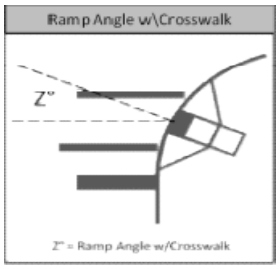
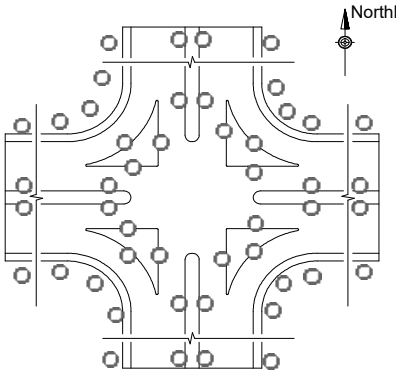
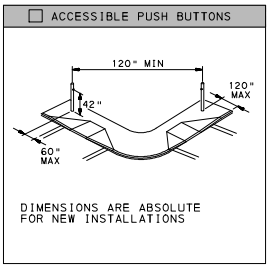
DEPARTMENT OF TRANSPORTATION

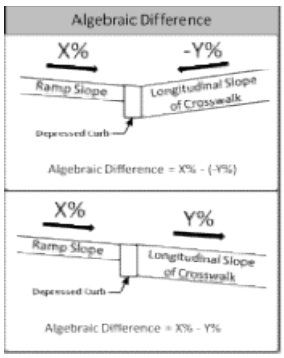
S 23RD ST & DICKINSON ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2024	06	19			
Designer 1	ERIC LONG JJA					
Designer 2	- -					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.60	%	1.60	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	3.7			
Intersection Ramp # of #	2	8				
*Ramp Location (Use Figure Below)		04				
*Curb Ramp Type	Type 1					
*North Leg	S 23RD	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	DICKINSON	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S 23RD	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	DICKINSON	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







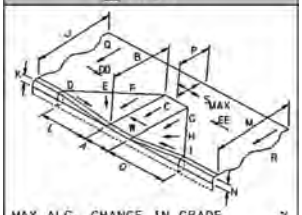


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S23RDSt-DICKINSONSt-S23RDSt-DICKINSONSt-2024-06-19-4-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

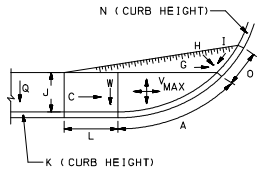
S 23RD ST & DICKINSON ST, PennDOT Location
ID # 4

☐ TYPE 1



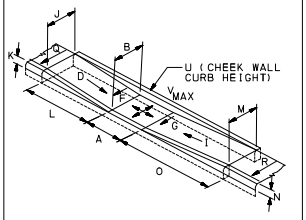
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



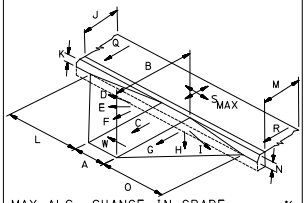
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



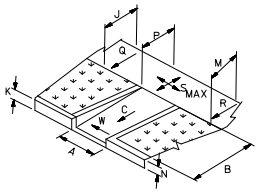
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



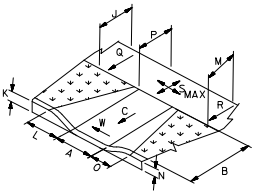
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



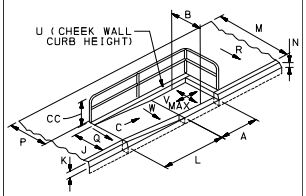
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



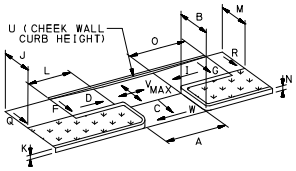
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



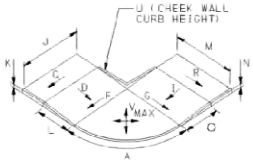
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



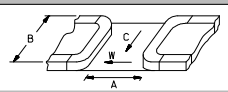
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

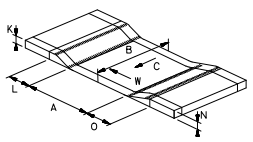
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	42	(IN)	
*	C	1.10	(%)	
*	D	4.60	(%)	
	E	2.50	(%)	
*	F	0.80	(%)	
*	G	0.70	(%)	
	H	999	(%)	-
*	I	8.20	(%)	
*	J	65	(IN)	
	K	3	(IN)	
	L	50	(IN)	
*	M	80	(IN)	
	N	3	(IN)	
	O	36	(IN)	
*	P	55	(IN)	
*	Q	2.10	(%)	
*	R	1.30	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	48	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.10	(%)	
*	EE	3.10	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-S23RDSt-DICKINSONSt-S23RDSt-DICKINSONSt-2024-06-19-4-Type1

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DEPARTMENT OF TRANSPORTATION

S 23RD ST & DICKINSON ST, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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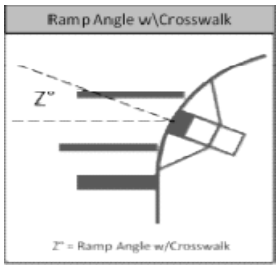
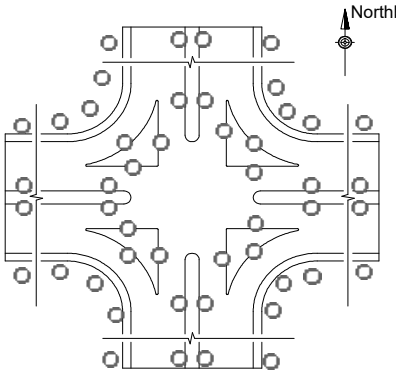
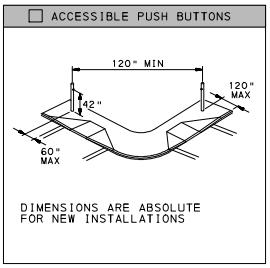
DEPARTMENT OF TRANSPORTATION

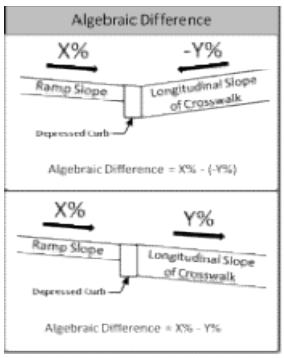
S 23RD ST & DICKINSON ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2024	06	19			
Designer 1	ERIC LONG JJA					
Designer 2	- -					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.10	%	2.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	10.3			
Intersection Ramp # of #	3	8				
*Ramp Location (Use Figure Below)		07				
*Curb Ramp Type	Type 1					
*North Leg	S 23RD	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	DICKINSON	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S 23RD	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	DICKINSON	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







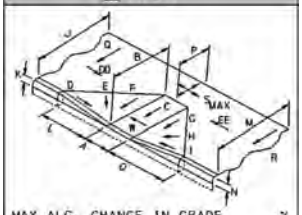


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S23RDSt-DICKINSONSt-S23RDSt-DICKINSONSt-2024-06-19-7-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

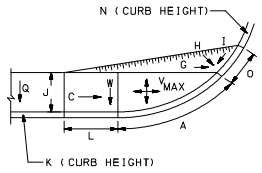
S 23RD ST & DICKINSON ST, PennDOT Location
ID # 7

☐ TYPE 1



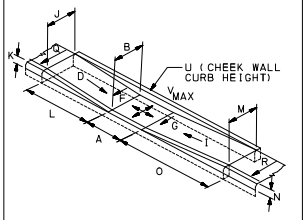
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



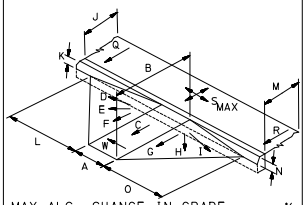
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



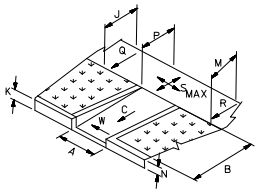
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



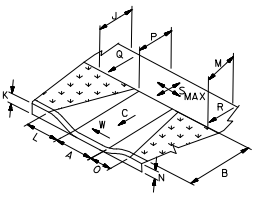
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



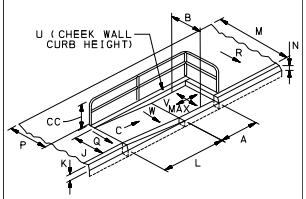
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



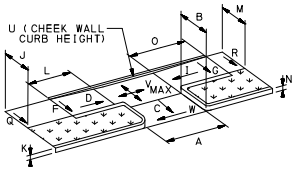
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



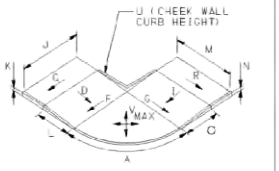
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



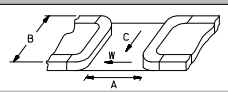
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

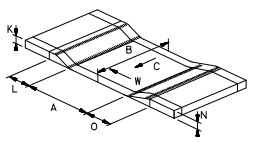
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	7.20	(%)
*	D	6.00	(%)
	E	9.50	(%)
*	F	7.50	(%)
*	G	7.50	(%)
	H	9.40	(%)
*	I	6.40	(%)
*	J	65	(IN)
	K	4	(IN)
	L	52	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	58	(IN)
*	P	65	(IN)
*	Q	2.50	(%)
*	R	1.40	(%)
*	S	1.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.80	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.40	(%)
*	EE	3.20	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

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DEPARTMENT OF TRANSPORTATION

S 23RD ST & DICKINSON ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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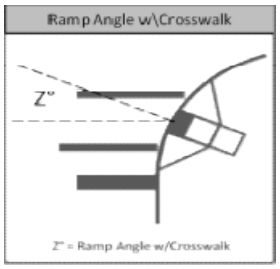
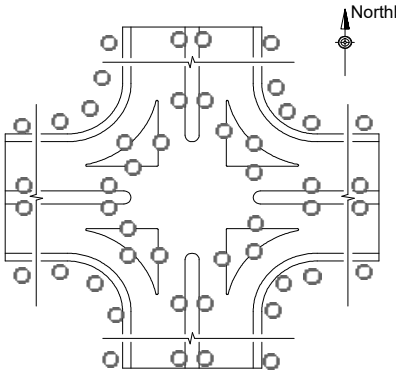
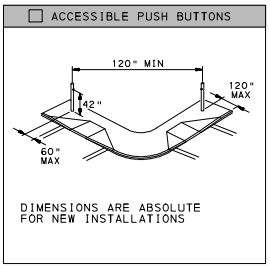
DEPARTMENT OF TRANSPORTATION

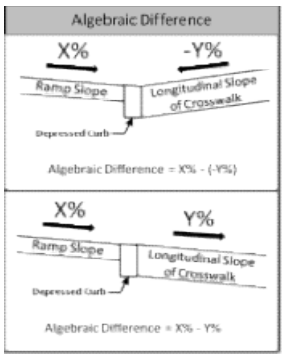
S 23RD ST & DICKINSON ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2024	06	19			
Designer 1	ERIC LONG JJA					
Designer 2	- -					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	3.50	%	0.90	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		3	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.0			
Intersection Ramp # of #	7	8				
*Ramp Location (Use Figure Below)	17					
*Curb Ramp Type	Type 1					
*North Leg	S 23RD	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	DICKINSON	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S 23RD	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	DICKINSON	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







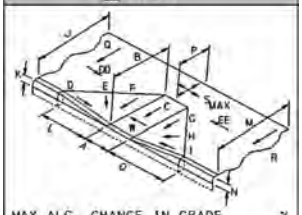


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S23RDSt-DICKINSONSt-S23RDSt-DICKINSONSt-2024-06-19-17-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

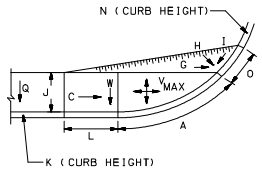
S 23RD ST & DICKINSON ST, PennDOT Location
ID # 17

☐ TYPE 1



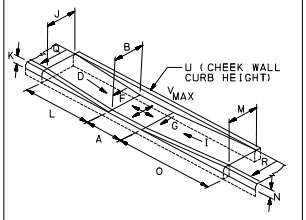
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



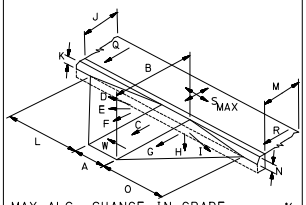
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



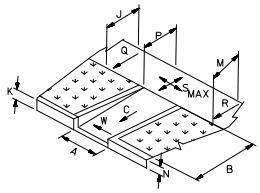
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



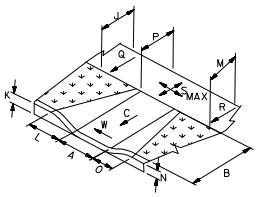
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



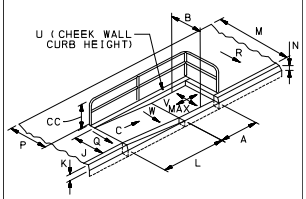
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



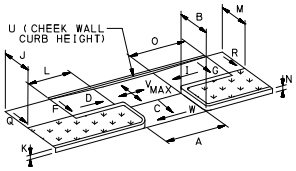
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



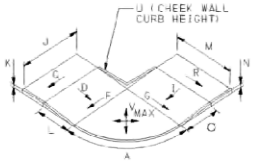
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



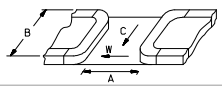
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

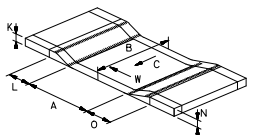
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	93	(IN)
*	C	4.50	(%)
*	D	5.00	(%)
	E	6.30	(%)
*	F	4.50	(%)
*	G	6.20	(%)
	H	9.30	(%)
*	I	9.90	(%)
*	J	100	(IN)
	K	4	(IN)
	L	78	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	58	(IN)
*	P	48	(IN)
*	Q	2.40	(%)
*	R	1.30	(%)
*	S	1.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.80	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.50	(%)
*	EE	4.10	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

C-06-101-60000-S23RDSt-DICKINSONSt-S23RDSt-DICKINSONSt-2024-06-19-17-Type1

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DEPARTMENT OF TRANSPORTATION

S 23RD ST & DICKINSON ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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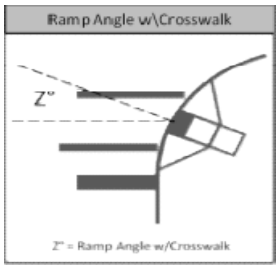
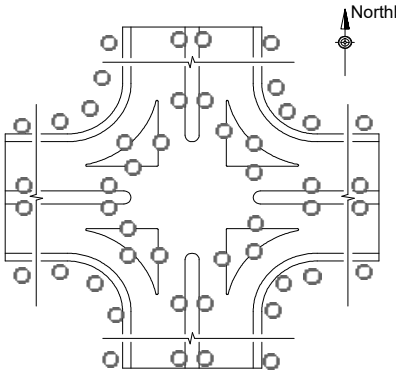
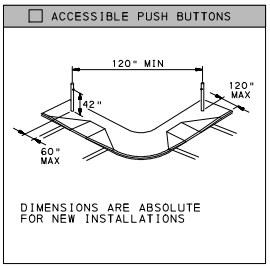
DEPARTMENT OF TRANSPORTATION

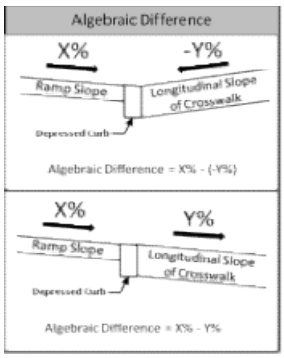
S 23RD ST & MANTON ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2024	02	08			
Designer 1	ERIC LONG JJA					
Designer 2	TYREE BROWN JJA					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	1.20	%	1.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		8	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.1			
Intersection Ramp # of #	1	1				
*Ramp Location (Use Figure Below)		09				
*Curb Ramp Type	Type 1					
*North Leg	S 23RD	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	MANTON	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S 23RD	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg		(segment)	(offset)			
*West Leg Desc.						
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S23RDSt-MANTONSt-S23RDSt-2024-02-08-9-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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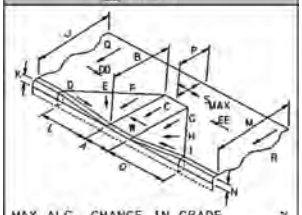
DEPARTMENT OF TRANSPORTATION

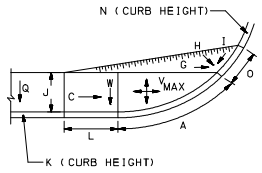
S 23RD ST & MANTON ST, PennDOT Location ID # 9

☐ TYPE 1



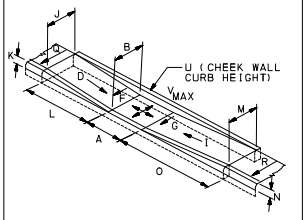
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



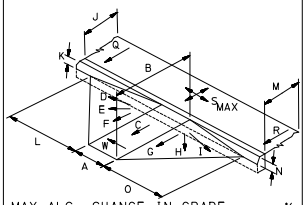
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



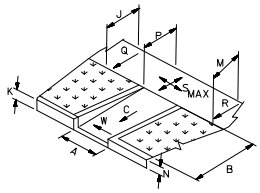
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



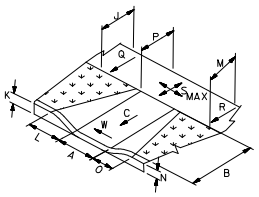
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



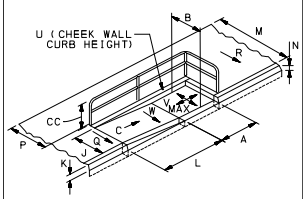
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



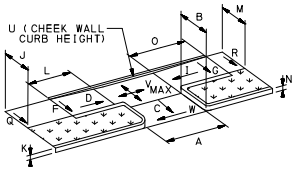
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



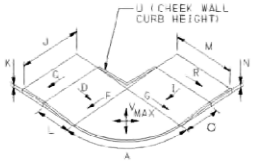
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



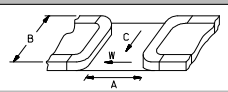
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

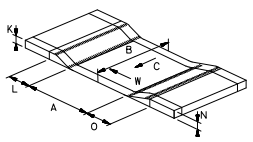
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	62	(IN)
*	C	6.90	(%)
*	D	4.70	(%)
	E	6.30	(%)
*	F	7.20	(%)
*	G	6.40	(%)
	H	6.30	(%)
*	I	3.20	(%)
*	J	75	(IN)
	K	3	(IN)
	L	42	(IN)
*	M	48	(IN)
	N	2	(IN)
	O	42	(IN)
*	P	48	(IN)
*	Q	0.50	(%)
*	R	3.20	(%)
*	S	0.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	999	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.50	(%)
*	EE	0.10	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

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DEPARTMENT OF TRANSPORTATION

S 23RD ST & MANTON ST, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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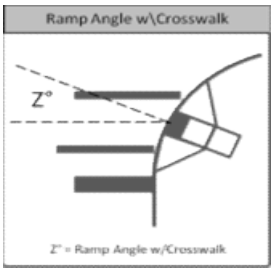
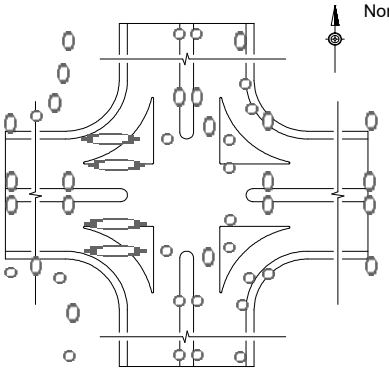
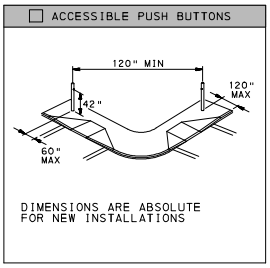
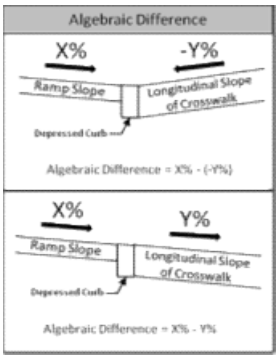
S 23RD ST & MC KEAN ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2024	06	20			
Designer 1	ERIC LONG JJA					
Designer 2	- -					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	6.90	%	0.60	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	13.2			
Intersection Ramp # of #	2	8				
*Ramp Location (Use Figure Below)	04					
*Curb Ramp Type	Type 1					
*North Leg	S 23RD	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	MC KEAN	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S 23RD	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	MC KEAN	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







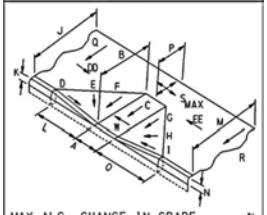


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S23RDSt-MCKEANSt-S23RDSt-MCKEANSt-2024-06-20-4-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)			

pennsylvania DEPARTMENT OF TRANSPORTATION

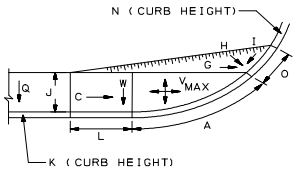
S 23RD ST & MC KEAN ST, PennDOT Location ID # 4

☐ TYPE 1



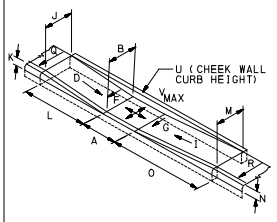
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



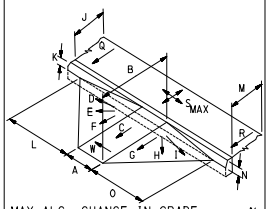
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



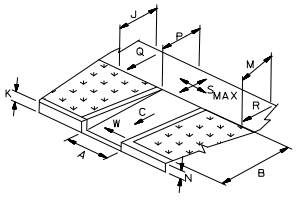
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



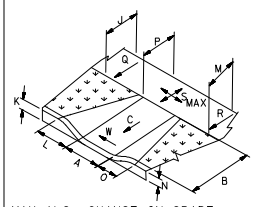
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



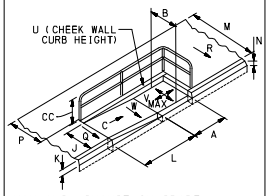
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



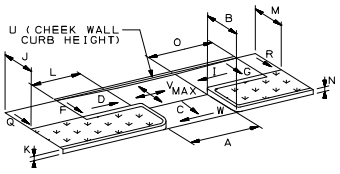
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



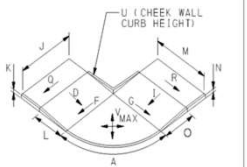
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



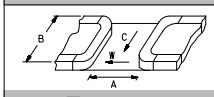
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

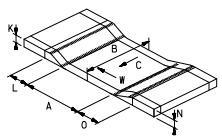
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN

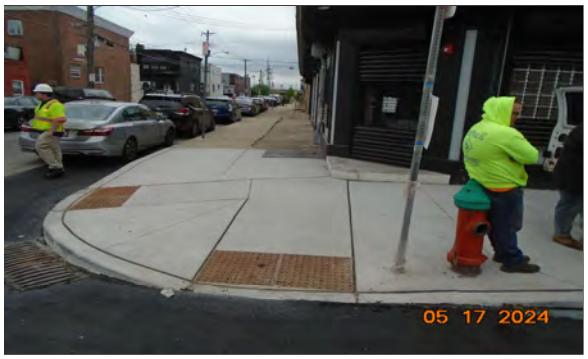


	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	88	(IN)	
*	C	9.80	(%)	
*	D	9.50	(%)	
	E	11.60	(%)	
*	F	9.60	(%)	
*	G	10.10	(%)	
	H	999	(%)	-
*	I	7.40	(%)	
*	J	85	(IN)	
	K	5	(IN)	
	L	40	(IN)	
*	M	80	(IN)	
	N	3	(IN)	
	O	70	(IN)	
*	P	56	(IN)	
*	Q	3.80	(%)	
*	R	4.90	(%)	
*	S	2.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	48	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.00	(%)	
*	EE	2.20	(%)	

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

S 23RD ST & MC KEAN ST, PennDOT Location ID # 4



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania DEPARTMENT OF TRANSPORTATION

Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- ☒ Curb Ramp
- ☐ Sidewalk
- ☐ Ped. Push Button
- ☐ Ped. Signal
- ☐ Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan** ☐ Yes ☐ No

Suggested Repair

Approx. Repair Costs

Actual Repair Costs

Actual Repair

Date Repaired

Justification for Technically Infeasible

(check all that apply)

- ☐ Limited Right-of-Way
- ☐ Existing Utilities
- ☒ Structures, Buildings, Vaults
- ☐ Historic Areas
- ☐ Environmental Areas
- ☐ Grade Separations
- ☒ Other 1 Ramp Loation / Tie-in
- ☐ Other 2
- ☐ Other 3
- ☐ Other 4

General Information

***District:** 06
***County:** Philadelphia
***Township/Boro:** Philadelphia City
Project ECMS # 79910

Submitter Information

Submitted By: Joseph P. Michiels, P.E.
Submitter Company: BL Companies
Street Address 535 Route 38 E
City State Zip Cherry Hill, NJ 08002
Telephone 856-485-8401
***Date Submitted:** June 9, 2023

Project Information

Project Type

- ☐ Resurfacing Project
- ☐ Signal Project
- ☐ Widening Project
- ☒ Reconstruction
- ☐ New Construction (Tech Infeasible normally N/A)
- ☐ Other

Pedestrian Traffic	☐ Yes	☐ No
Pedestrian Trip Generators	☐ Yes	☐ No
Safety Concerns	☐ Yes	☐ No
R9-3A "No Peds" Signs	☐ Yes	☐ No
Existing Crosswalk	☐ Yes	☐ No
Existing Sidewalk	☐ Yes	☐ No
Existing Push Buttons	☐ Yes	☐ No

ADT 2,000

Location Identification

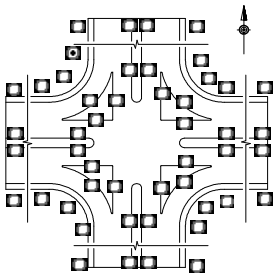
23rd Street
**SR North - Segment, Offset*

23rd Street
**SR South - Segment, Offset*

McKean Street
**SR East - Segment, Offset*

McKean Street
**SR West - Segment,Offset*

04
Location #



Investigated design alternatives	Why alternative was not selected
1.) Extend Ramp	This is infeasible due to the location of the existing steps.
2.) Relocate Ramp South	This would increase the ramp and landing slopes.
3.) Relcocate Ramp North	This is infeasible due to the loc. Of the sign/hydrant and would shift the crosswalk

Alternative selected and description of what requirement is not met

A ramp with a compliant ramp slope of 8.33% and landing slope of 2.00% could not be met; a non-compliant ramp with a ramp slope of 12.60% and landing slope of 5.00% is to be constructed at location 04. This design provides access to the maximum extent feasible.

ADA Review Committee Recommendation

☑ Approved
☐ Denied

3/19/2024
ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved
☐ Denied

Sunil Gill 4/4/2024
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-(23rd Street)-(23rd Street)-(McKean Street)-(McKean Street)-04-Jun 9, 2023*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1
Extend Ramp: If the ramp were to be extended, the PAR around the existing step would be less than 4.0 LF. Therefore, the ramp has been extended to the maximum extent feasible.

Investigated Design Alternative #2
Relocate Ramp South: Relocating the ramp south would decrease the gutter elevations, which would increase the ramp and landing slopes. Relocating the ramp south would also shift the ramp closer to the existing inlet, which would increase the flare slope. Therefore, the ramp has not been relocated south.

Investigated Design Alternative #3
Relocate Ramp North: Relocating the ramp north would only slightly increase the gutter elevations, which wouldn't decrease the ramp or landing slopes to compliant. Additionally, relocating the ramp west would increase the ramp angle, potentially shifting the ramp out of the limits of the existing crosswalk, and shifting the stop bar further from the intersection. Additionally, locating the ramp north would put the existing sign and hydrant within the limits of the proposed ramp & DWS. Therefore, the ramp has not been relocated north.

Summary
A ramp with a compliant ramp slope of 8.33% and landing slope of 2.00% could not be met; a non-compliant ramp with a ramp slope of 12.60% and landing slope of 5.00% is to be constructed at location 04. This design provides access to the maximum extent feasible.

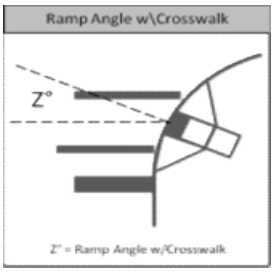
TIF #:	*TIF-06-Philadelphia-Philadelphia City-(23rd Street)-(23rd Street)-(McKean Street)-(McKean Street)-04-Jun 9, 2023*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

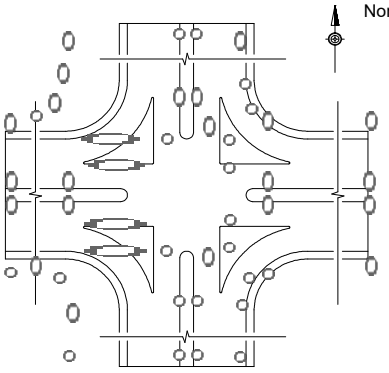
Sheet 2 - Technically Infeasible Form

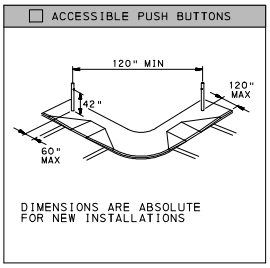
pennsylvania DEPARTMENT OF TRANSPORTATION

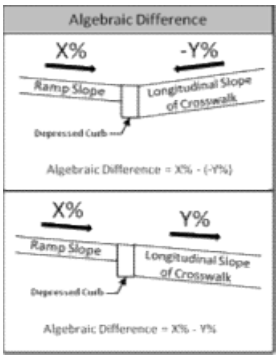
S 23RD ST & MC KEAN ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2024	06	20			
Designer 1	ERIC LONG JJA					
Designer 2	- -					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.20	%	1.30	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		7	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.2			
Intersection Ramp # of #	3	4				
*Ramp Location (Use Figure Below)	07					
*Curb Ramp Type	Type 1					
*North Leg	S 23RD	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	MC KEAN	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S 23RD	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	MC KEAN	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







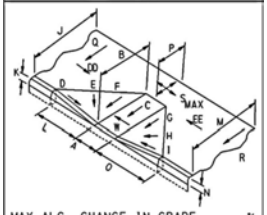


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S23RDSt-MCKEANSt-S23RDSt-MCKEANSt-2024-06-20-7-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)			

pennsylvania DEPARTMENT OF TRANSPORTATION

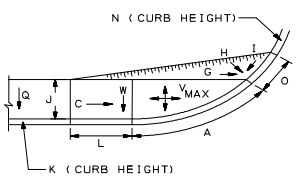
S 23RD ST & MC KEAN ST, PennDOT Location ID # 7

☐ TYPE 1



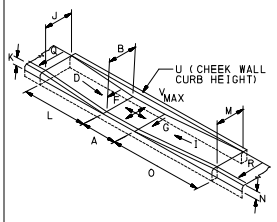
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



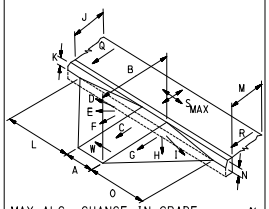
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



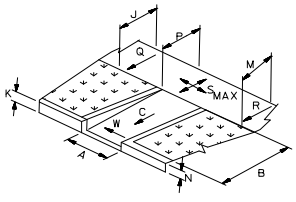
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



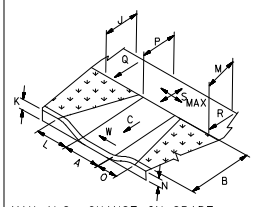
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



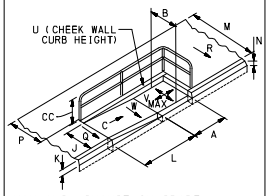
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



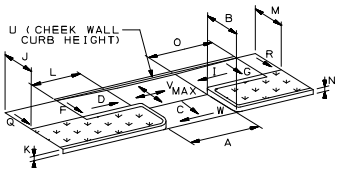
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



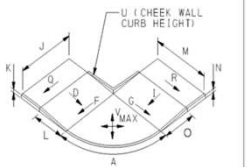
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



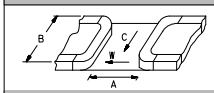
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

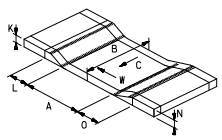
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	68	(IN)
*	C	6.10	(%)
*	D	4.90	(%)
	E	9.50	(%)
*	F	6.70	(%)
*	G	6.00	(%)
	H	11.50	(%)
*	I	9.00	(%)
*	J	48	(IN)
	K	5	(IN)
	L	46	(IN)
*	M	80	(IN)
	N	3	(IN)
	O	54	(IN)
*	P	74	(IN)
*	Q	4.60	(%)
*	R	1.60	(%)
*	S	3.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.10	(%)
*	X		(IN)
*	Y		(IN)
*	YY	999	(IN) -
*	Z		(IN)
*	ZZ	999	(IN) -
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.40	(%)
*	EE	0.80	(%)

Comments

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

pennsylvania
DEPARTMENT OF TRANSPORTATION

S 23RD ST & MC KEAN ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania DEPARTMENT OF TRANSPORTATION

Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan** [ ] Yes [ ] No

Suggested Repair

Approx. Repair Costs

Actual Repair Costs

Actual Repair

Date Repaired

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Other 1 Ramp Loation / Tie-in
- [ ] Other 2
- [ ] Other 3
- [ ] Other 4

General Information

***District:** 06
***County:** Philadelphia
***Township/Boro:** Philadelphia City
Project ECMS # 79910

Submitter Information

Submitted By: Joseph P. Michiels, P.E.
Submitter Company: BL Companies
Street Address 535 Route 38 E
City State Zip Cherry Hill, NJ 08002
Telephone 856-485-8401
***Date Submitted:** June 9, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [x] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [ ] Other

Pedestrian Traffic	[ ] Yes	[x] No
Pedestrian Trip Generators	[ ] Yes	[x] No
Safety Concerns	[ ] Yes	[x] No
R9-3A "No Peds" Signs	[ ] Yes	[x] No
Existing Crosswalk	[ ] Yes	[x] No
Existing Sidewalk	[ ] Yes	[x] No
Existing Push Buttons	[ ] Yes	[x] No

ADT 2,000

Location Identification

Northbound

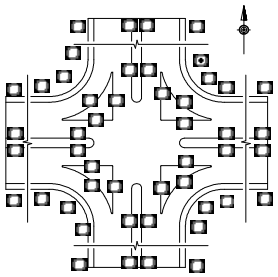
23rd Street
**SR North - Segment, Offset*

23rd Street
**SR South - Segment, Offset*

McKean Street
**SR East - Segment, Offset*

McKean Street
**SR West - Segment,Offset*

07
Location #



Investigated design alternatives	Why alternative was not selected
1.) Extend Ramp	This is infeasible due to the location of the existing steps.
2.) Relocate Ramp North	This would increase the ramp and landing slopes.
3.) Relcocate Ramp South	This woudn't sig. dec the ramp/landing slopes & would increase the ramp angle.

Alternative selected and description of what requirement is not met

A ramp with a compliant ramp slope of 8.33% and landing slope of 2.00% could not be met; a non-compliant ramp with a ramp slope of 13.06% and landing slope of 5.00% is to be constructed at location 07. This design provides access to the maximum extent feasible.

ADA Review Committee Recommendation

[x] Approved
[ ] Denied

3/19/2024
ADA Review Committee Chair - Date

ADE of Design Approval Status

[x] Approved
[ ] Denied

Sunil Gill 4/4/2024
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-(23rd Street)-(23rd Street)-(McKean Street)-(McKean Street)-07-Jun 9, 2023*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(Print with a PCL Driver)

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1
Extend Ramp: If the ramp were to be extended, the PAR around the existing step would be less than 4.0 LF. Therefore, the ramp has been extended to the maximum extent feasible.

Investigated Design Alternative #2
Relocate Ramp North: Relocating the ramp north would decrease the gutter elevations, which would increase the ramp and landing slopes. Relocating the ramp north would also shift the ramp closer to the existing inlet, which would increase the flare slope. Therefore, the ramp has not been relocated north.

Investigated Design Alternative #3
Relocate Ramp South: Relocating the ramp wouth would only slightly increase the gutter elevations, which wouldn't decrease the ramp or landing slopes to compliant. Additionally, relocating the ramp south would increase the ramp angle. Therefore, the ramp has not been relocated south.

Summary
A ramp with a compliant ramp slope of 8.33% and landing slope of 2.00% could not be met; a non-compliant ramp with a ramp slope of 13.06% and landing slope of 5.00% is to be constructed at location 07. This design provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-(23rd Street)-(23rd Street)-(McKean Street)-(McKean Street)-07-Jun 9, 2023*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

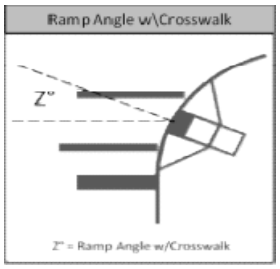
Sheet 2 - Technically Infeasible Form

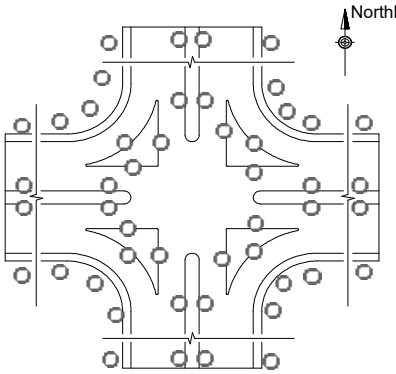
pennsylvania
DEPARTMENT OF TRANSPORTATION

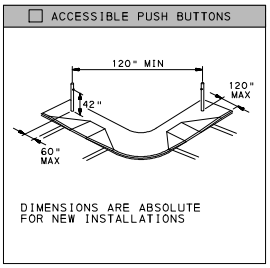
S 23RD ST & OAKFORD ST, PennDOT Location ID # 2

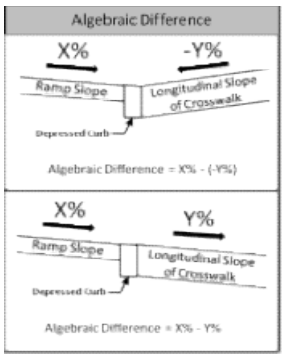
*Date of Design (yyyy mm dd)	2024	02	08		
Designer 1	ERIC LONG JJA				
Designer 2	TYREE BROWN JJA				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	4.90	%	1.70	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	13.1		
Intersection Ramp # of #	1	6			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				

*North Leg	S 23RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	OAKFORD	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 23RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	OAKFORD	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







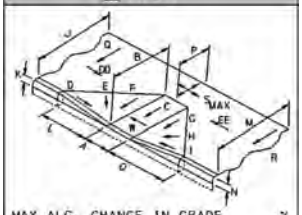


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-S23RDSt-OAKFORDSt-S23RDSt-OAKFORDSt-2024-02-08-2-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

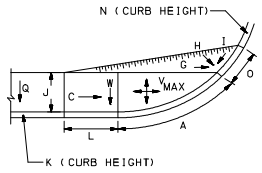
S 23RD ST & OAKFORD ST, PennDOT Location ID # 2

☐ TYPE 1



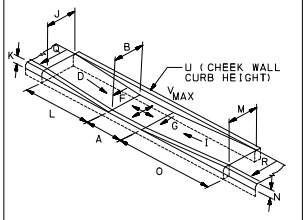
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



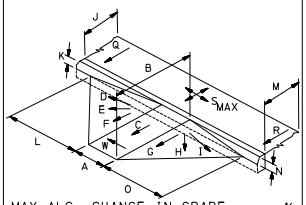
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



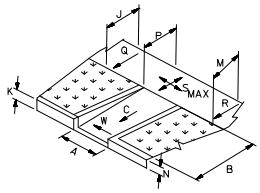
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



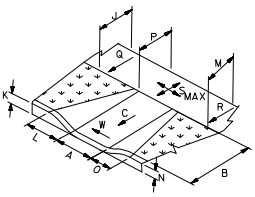
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



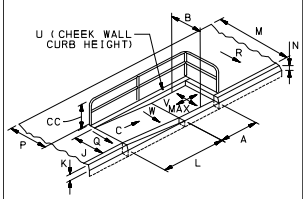
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



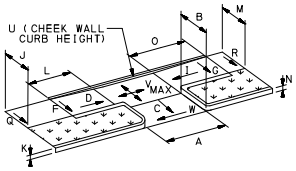
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



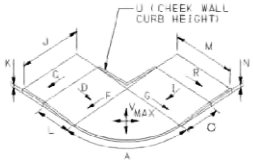
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



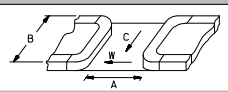
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

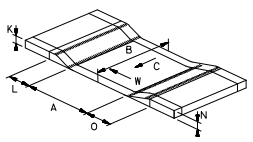
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	77	(IN)	
*	C	7.90	(%)	
*	D	6.00	(%)	
	E	7.70	(%)	
*	F	7.10	(%)	
*	G	8.20	(%)	
	H	9.50	(%)	
*	I	8.00	(%)	
*	J	90	(IN)	
	K	5	(IN)	
	L	62	(IN)	
*	M	60	(IN)	
	N	2	(IN)	
	O	58	(IN)	
*	P	48	(IN)	
*	Q	4.70	(%)	
*	R	2.80	(%)	
*	S	3.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	-
*	Z		(IN)	
*	ZZ	999	(IN)	-
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.80	(%)	
*	EE	0.10	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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S 23RD ST & OAKFORD ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan** [ ] Yes [ ] No

Suggested Repair

Approx. Repair Costs

Actual Repair Costs

Actual Repair

Date Repaired

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Other 1 Ramp Loation / Tie-in
- [ ] Other 2
- [ ] Other 3
- [ ] Other 4

General Information

***District:** 06
***County:** Philadelphia
***Township/Boro:** Philadelphia City
Project ECMS # 79910

Submitter Information

Submitted By: Joseph P. Michiels, P.E.
Submitter Company: BL Companies
Street Address 535 Route 38 E
City State Zip Cherry Hill, NJ 08002
Telephone 856-485-8401
***Date Submitted:** April 20, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [x] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [ ] Other

Pedestrian Traffic	[x] Yes	[ ] No
Pedestrian Trip Generators	[ ] Yes	[x] No
Safety Concerns	[ ] Yes	[x] No
R9-3A "No Peds" Signs	[ ] Yes	[x] No
Existing Crosswalk	[x] Yes	[ ] No
Existing Sidewalk	[x] Yes	[ ] No
Existing Push Buttons	[ ] Yes	[x] No

ADT 2,000

Location Identification

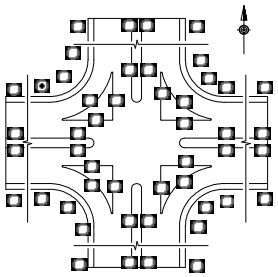
23rd Street
**SR North - Segment, Offset*

23rd Street
**SR South - Segment, Offset*

Oakford Street
**SR East - Segment, Offset*

Oakford Street
**SR West - Segment,Offset*

02
Location #



Investigated design alternatives	Why alternative was not selected
1.) Provide Asphalt Adjustment	This is infeasible because there is no reason for asphalt adjustment.
2.) Relocate Ramp West	This would increase the ramp and landing slopes.
3.) Raise Ramp	This would cause ponding in front of the ramp.

Alternative selected and description of what requirement is not met

A ramp with a compliant landing slope of 2.00% could not be met; a non-compliant ramp with a landing slope of 5.00% is to be constructed at location 02. This design provides access to the maximum extent feasible.

ADA Review Committee Recommendation

[x] Approved [ ] Denied

Sunil Gill 11/29/2023
ADA Review Committee Chair - Date

ADE of Design Approval Status

[x] Approved [ ] Denied

Sunil Gill 11/29/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-(23rd Street)-(23rd Street)-(Oakford Street)-(Oakford Street)-02-Apr 20, 2023*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(Print with a PCL Driver)

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1
Provide Asphalt Adjustment: Providing and asphalt adjustment is infeasible because there is no low point, so there is no reason for asphalt adjustment. Therefore, no asphalt adjustment has been provided.

Investigated Design Alternative #2
Relocate Ramp West: Relocating the ramp west would lower the elevation of the gutter, and therefore increase the ramp and landing slopes. Therefore, the ramp has not been relocated west.

Investigated Design Alternative #3
Raise Ramp: Raising the ramp is infeasible, because there is no reason for asphalt adjustment. If the ramp were to be raised, there would be a tripping hazard between the ramp and the gutter. Therefore, the ramp has not been raised.

Summary
A ramp with a compliant landing slope of 2.00% could not be met; a non-compliant ramp with a landing slope of 5.00% is to be constructed at location 02. This design provides access to the maximum extent feasible.

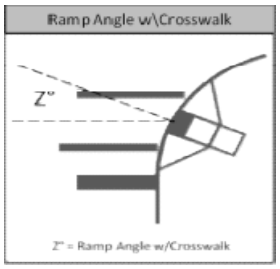
TIF #:	*TIF-06-Philadelphia-Philadelphia City-(23rd Street)-(23rd Street)-(Oakford Street)-(Oakford Street)-02-Apr 20, 2023*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

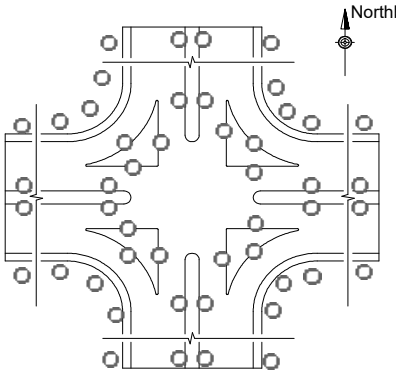
Sheet 2 - Technically Infeasible Form

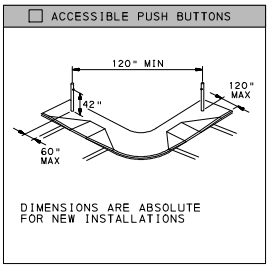
pennsylvania
DEPARTMENT OF TRANSPORTATION

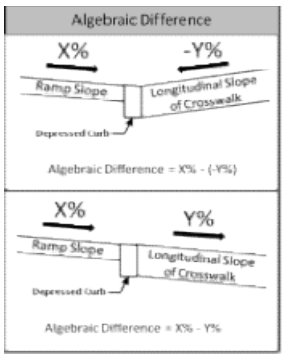
S 23RD ST & OAKFORD ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2024	02	08			
Designer 1	ERIC LONG JJA					
Designer 2	TYREE BROWN JJA					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.70	%	1.50	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		12	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.5			
Intersection Ramp # of #	2	6				
*Ramp Location (Use Figure Below)		04				
*Curb Ramp Type	Type 1					
*North Leg	S 23RD	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	OAKFORD	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S 23RD	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	OAKFORD	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S23RDSt-OAKFORDSt-S23RDSt-OAKFORDSt-2024-02-08-4-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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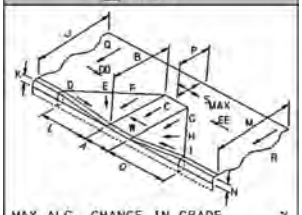
DEPARTMENT OF TRANSPORTATION

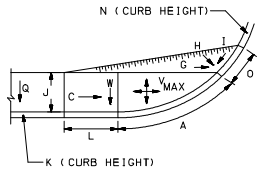
S 23RD ST & OAKFORD ST, PennDOT Location ID # 4

☐ TYPE 1



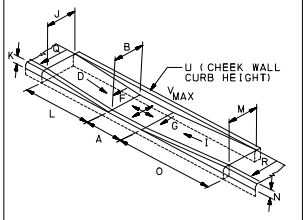
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



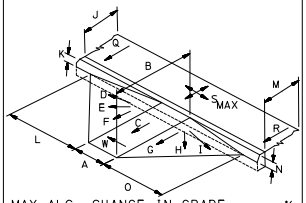
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



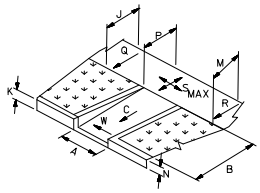
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



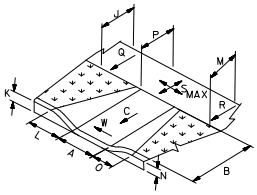
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



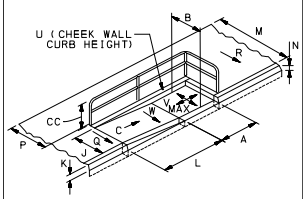
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



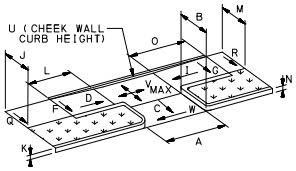
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



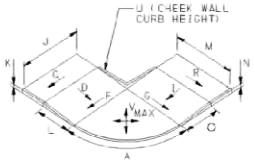
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



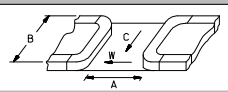
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

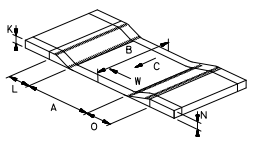
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	72	(IN)
*	C	5.80	(%)
*	D	3.20	(%)
	E	6.10	(%)
*	F	5.00	(%)
*	G	7.40	(%)
	H	7.30	(%)
*	I	5.10	(%)
*	J	90	(IN)
	K	2	(IN)
	L	55	(IN)
*	M	60	(IN)
	N	3	(IN)
	O	68	(IN)
*	P	48	(IN)
*	Q	4.70	(%)
*	R	2.80	(%)
*	S	3.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.80	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.80	(%)
*	EE	0.10	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

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S 23RD ST & OAKFORD ST, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania DEPARTMENT OF TRANSPORTATION

Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan** [ ] Yes [ ] No

Suggested Repair

Approx. Repair Costs

Actual Repair Costs

Actual Repair

Date Repaired

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Other 1 Ramp Loation / Tie-in
- [ ] Other 2
- [ ] Other 3
- [ ] Other 4

General Information

***District:** 06
***County:** Philadelphia
***Township/Boro:** Philadelphia City
Project ECMS # 79910

Submitter Information

Submitted By: Joseph P. Michiels, P.E.
Submitter Company: BL Companies
Street Address 535 Route 38 E
City State Zip Cherry Hill, NJ 08002
Telephone 856-485-8401
***Date Submitted:** April 20, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [x] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [ ] Other

Pedestrian Traffic	[x] Yes	[ ] No
Pedestrian Trip Generators	[ ] Yes	[x] No
Safety Concerns	[ ] Yes	[x] No
R9-3A "No Peds" Signs	[ ] Yes	[x] No
Existing Crosswalk	[x] Yes	[ ] No
Existing Sidewalk	[x] Yes	[ ] No
Existing Push Buttons	[ ] Yes	[x] No

ADT 2,000

Location Identification

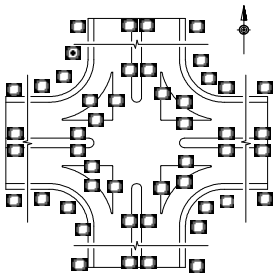
23rd Street
**SR North - Segment, Offset*

23rd Street
**SR South - Segment, Offset*

Oakford Street
**SR East - Segment, Offset*

Oakford Street
**SR West - Segment,Offset*

04
Location #



Investigated design alternatives	Why alternative was not selected
1.) Provide Asphalt Adjustment	This is infeasible because there is no reason for asphalt adjustment.
2.) Relocate Ramp South	This would increase the ramp and landing slopes.
3.) Raise Ramp	This would cause ponding in front of the ramp.

Alternative selected and description of what requirement is not met

A ramp with a compliant landing slope of 2.00% could not be met; a non-compliant ramp with a landing slope of 5.00% is to be constructed at location 04. This design provides access to the maximum extent feasible.

ADA Review Committee Recommendation

[x] Approved
[ ] Denied

Sunil Gill 11/29/2023
ADA Review Committee Chair - Date

ADE of Design Approval Status

[x] Approved
[ ] Denied

Sunil Gill 11/29/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-(23rd Street)-(23rd Street)-(Oakford Street)-(Oakford Street)-04-Apr 20, 2023*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1
Provide Asphalt Adjustment: Providing and asphalt adjustment is infeasible because there is no low point, so there is no reason for asphalt adjustment. Therefore, no asphalt adjustment has been provided.

Investigated Design Alternative #2
Relocate Ramp South: Relocating the ramp south would lower the elevation of the gutter, and therefore increase the ramp and landing slopes. Therefore, the ramp has not been relocated south.

Investigated Design Alternative #3
Raise Ramp: Raising the ramp is infeasible, because there is no reason for asphalt adjustment. If the ramp were to be raised, there would be a tripping hazard between the ramp and the gutter. Therefore, the ramp has not been raised.

Summary
A ramp with a compliant landing slope of 2.00% could not be met; a non-compliant ramp with a landing slope of 5.00% is to be constructed at location 04. This design provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-(23rd Street)-(23rd Street)-(Oakford Street)-(Oakford Street)-04-Apr 20, 2023*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

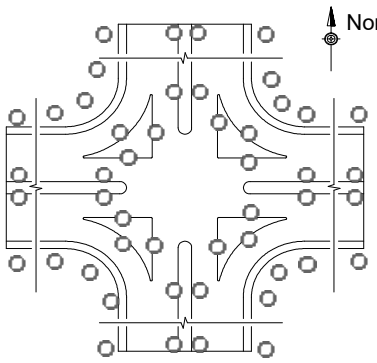
Sheet 2 - Technically Infeasible Form

CS-4401 (6-12)

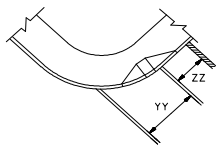
pennsylvania
DEPARTMENT OF TRANSPORTATION

ORD ST, PennDOT Location ID # See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	06	19	
Field Investigators 1	ERIC LONG JJA			
Field Investigators 2	- -			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	2			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Grate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type (if applicable)	Cast Iron			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES			
Longitudinal / Cross slope in Front of Ramp	1.50	%	1.00	%
Turning Maneuver in Street	NO			
Turning Maneuver at Top of Ramp (Smax)	YES			
ECMS #		Alg Δ Grade	13.3 %	
Intersection Ramp # of #		3	7	
*Ramp Location (Use Figure Below)			08	
*Curb Ramp Type	Type 1			
*North Leg	S 23RD	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	OAKFORD	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	S 23RD	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	OAKFORD	(segment)	(offset)	
*West Leg Desc.	St			

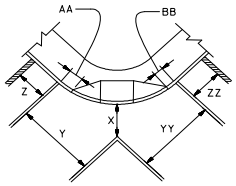


☐ 1 RAMP, 1 CROSSINGS



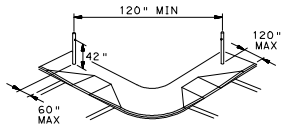
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS

Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	☐No ☐Yes	
Asset # (auto)	☐-06-101-60000-S23RDSt-OAKFORDSt-S23RDSt-OAKFORDSt-2024-06-19-8-Type1	
* Status	☐Current ☐Archive	
Archive Ramp at location #:		
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)	

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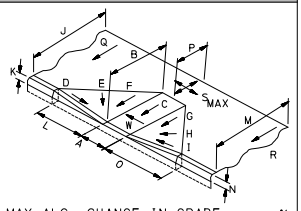
DEPARTMENT OF TRANSPORTATION

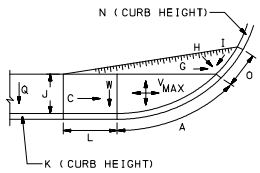
See the last tab of this workbook for instructions

☐ TYPE 1



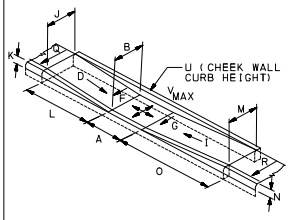
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



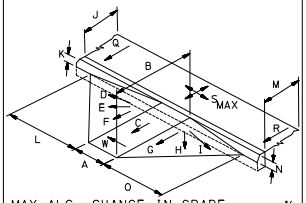
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



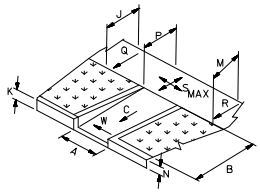
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



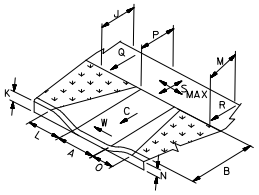
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



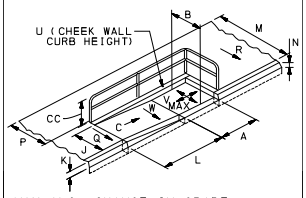
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



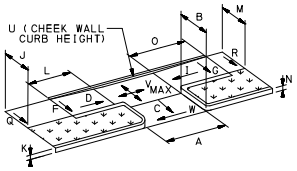
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



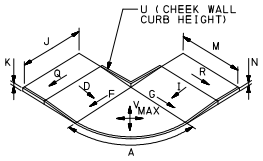
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



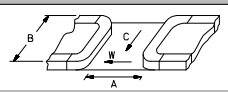
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

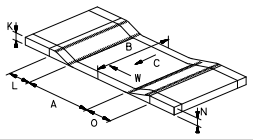
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	60	(IN)
*	B	66	(IN)
*	C	11.80	(%)
*	D	3.80	(%)
	E	8.00	(%)
*	F	12.10	(%)
*	G	11.90	(%)
	H	10.00	(%)
*	I	8.80	(%)
*	J	100	(IN)
	K	4	(IN)
	L	42	(IN)
*	M	70	(IN)
	N	4	(IN)
	O	58	(IN)
*	P	48	(IN)
*	Q	8.40	(%)
*	R	5.90	(%)
*	S	3.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

CS-4401 (6-12)

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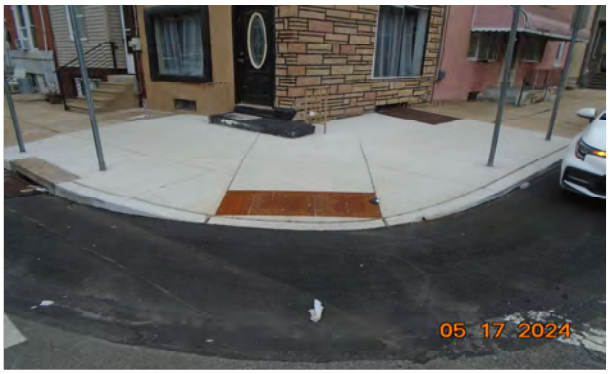
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania DEPARTMENT OF TRANSPORTATION

Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan** [ ] Yes [ ] No

Suggested Repair

Approx. Repair Costs

Actual Repair Costs

Actual Repair

Date Repaired

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Other 1 Ramp Loation / Tie-in
- [ ] Other 2
- [ ] Other 3
- [ ] Other 4

General Information

***District:** 06
***County:** Philadelphia
***Township/Boro:** Philadelphia City
Project ECMS # 79910

Submitter Information

Submitted By: Joseph P. Michiels, P.E.
Submitter Company: BL Companies
Street Address 535 Route 38 E
City State Zip Cherry Hill, NJ 08002
Telephone 856-485-8401
***Date Submitted:** April 20, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [x] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [ ] Other

Pedestrian Traffic	[x] Yes	[ ] No
Pedestrian Trip Generators	[ ] Yes	[x] No
Safety Concerns	[ ] Yes	[x] No
R9-3A "No Peds" Signs	[ ] Yes	[x] No
Existing Crosswalk	[x] Yes	[ ] No
Existing Sidewalk	[x] Yes	[ ] No
Existing Push Buttons	[ ] Yes	[x] No

ADT 2,000

Location Identification

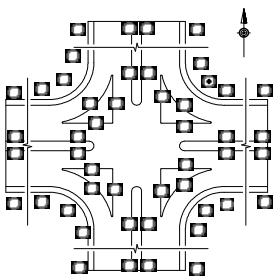
23rd Street
**SR North - Segment, Offset*

23rd Street
**SR South - Segment, Offset*

Oakford Street
**SR East - Segment, Offset*

Oakford Street
**SR West - Segment,Offset*

08
Location #



Investigated design alternatives	Why alternative was not selected
1.) Provide Two Separate Ramps	This is infeasible due to the existing features of the quadrant.
2.) Relocate Ramp South	This would increase the ramp and landing slopes.
3.) Extend Ramp	This is infeasible due to the existing and proposed step at the back of the sidewalk.

Alternative selected and description of what requirement is not met

Sep. ramps for each x-walk could not be prov. due to exist. features. A ramp w/ a comp. 44 deg ramp angle, 8.33% slope, 5% DWS trans. strip, 2% turning slope & 2% landing couldn't be met; a non-comp. ramp w/ an angle of 54 deg., 12.16% ramp, 10% trans. strip, 2.8% long. slope & 5% landing is to be const. at loc. 08. This design prov. access to the max extent feasible.

ADA Review Committee Recommendation

[x] Approved
[ ] Denied

2/28/2024
ADA Review Committee Chair - Date

ADE of Design Approval Status

[x] Approved
[ ] Denied

2/28/2024
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-(23rd Street)-(23rd Street)-(Oakford Street)-(Oakford Street)-08-Apr 20, 2023*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(Print with a PCL Driver)

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1
Provide 2 Separate Ramps: Providing 2 separate ramps at this quadrant is infeasible due to the small PAR around the corner. The proposed ramp slopes would exceed 17 and 23%. Therefore, one diagonal ramp is provided as part of this submission.

Investigated Design Alternative #2
Relocate Ramp South: Relocating the ramp south would increase the ramp slope, and would increase the ramp angle. Therefore, the ramp has not been relocated south.

Investigated Design Alternative #3
Extend Ramp: The ramp is unable to be extended due to the location of the existing and proposed steps at the back of the sidewalk. If the ramp were to be extended, the proposed PAR would be decreased to less than 4.0 LF. Therefore, the ramp has been extended to the maximum extent feasible.

Summary
Separate ramps for each crosswalk could not be provided due to the existing features within the ramp. A ramp with a complaint ramp angle of 44 degrees, ramp slope of 8.33%, DWS transition strip of 5.00%, longitudinal turning slope of 2.00% within the crosswalk, and landing slope of 2.00% could not be met; a non-compliant ramp with and angle of 54 degrees, ramp slope of 12.16%, DWS transition strip of 10.00%, longitudinal turning slope of 2.80% within the crosswalk, and landing slope of 5.00% is to be constructed at location 08. This design provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-(23rd Street)-(23rd Street)-(Oakford Street)-(Oakford Street)-08-Apr 20, 2023*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

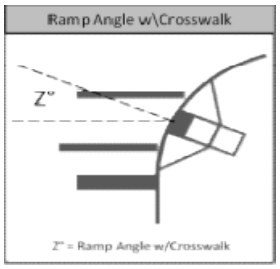
Sheet 2 - Technically Infeasible Form

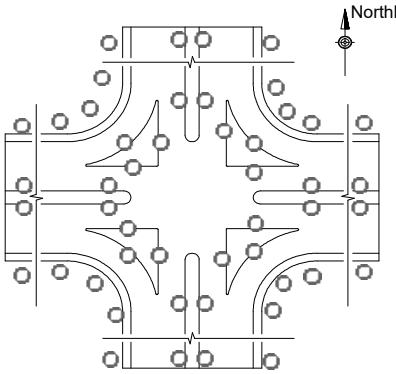
pennsylvania
DEPARTMENT OF TRANSPORTATION

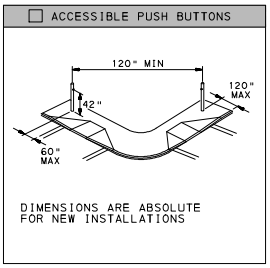
S 23RD ST & OAKFORD ST, PennDOT Location ID # 17

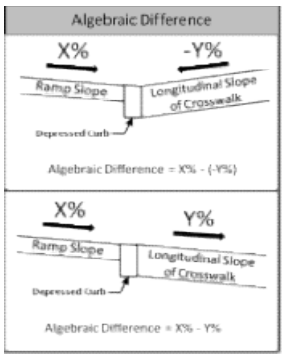
*Date of Design (yyyy mm dd)	2024	02	08		
Designer 1	ERIC LONG JJA				
Designer 2	TYREE BROWN JJA				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	4.60	%	1.30	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	11.6		
Intersection Ramp # of #	5	6			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 1				

*North Leg	S 23RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	OAKFORD	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 23RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	OAKFORD	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







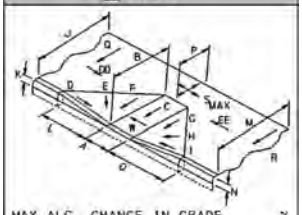


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-S23RDSt-OAKFORDSt-S23RDSt-OAKFORDSt-2024-02-08-17-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

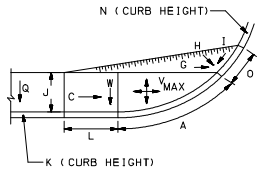
S 23RD ST & OAKFORD ST, PennDOT Location ID # 17

☐ TYPE 1



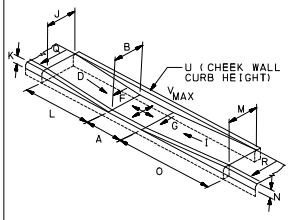
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



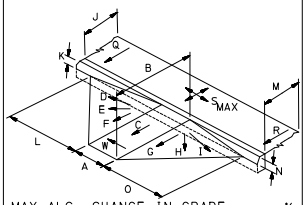
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



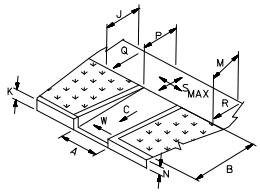
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



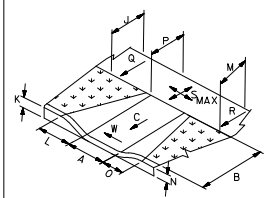
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



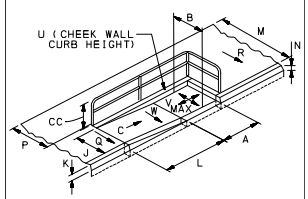
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



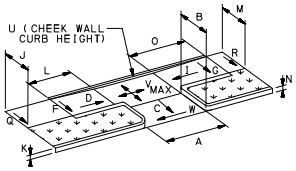
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



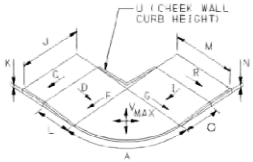
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



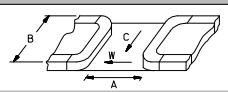
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

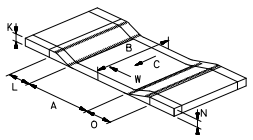
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	56	(IN)
*	C	7.00	(%)
*	D	6.20	(%)
	E	7.60	(%)
*	F	7.70	(%)
*	G	7.10	(%)
	H	7.90	(%)
*	I	7.30	(%)
*	J	48	(IN)
	K	3	(IN)
	L	56	(IN)
*	M	60	(IN)
	N	2	(IN)
	O	66	(IN)
*	P	48	(IN)
*	Q	5.60	(%)
*	R	6.80	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.80	(%)
*	EE	3.40	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

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DEPARTMENT OF TRANSPORTATION

S 23RD ST & OAKFORD ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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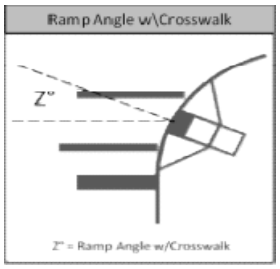
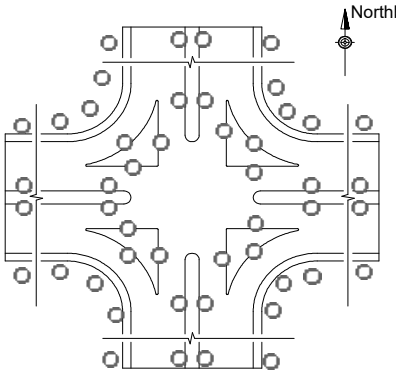
DEPARTMENT OF TRANSPORTATION

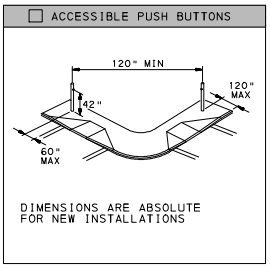
S 23RD ST & WHARTON ST, PennDOT Location ID # 4

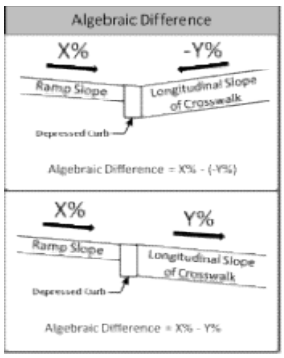
*Date of Design (yyyy mm dd)	2024	02	08		
Designer 1	ERIC LONG JJA				
Designer 2	TYREE BROWN JJA				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.90	%	0.50	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	10.9		
Intersection Ramp # of #	2	8			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				

*North Leg	S 23RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 23RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







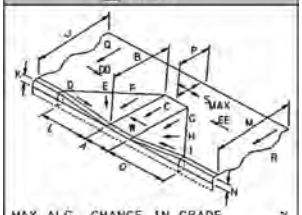


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-S23RDSt-WHARTONSt-S23RDSt-WHARTONSt-2024-02-08-4-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

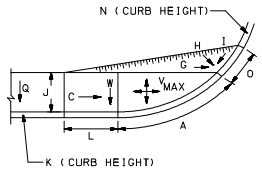
S 23RD ST & WHARTON ST, PennDOT Location
ID # 4

☐ TYPE 1



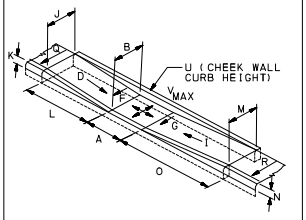
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



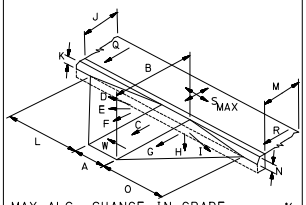
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



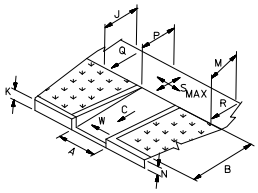
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



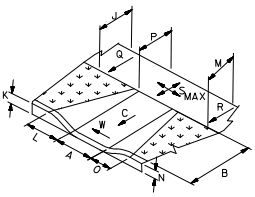
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



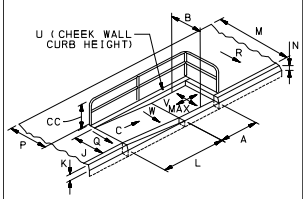
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



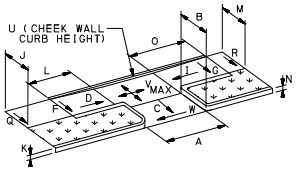
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



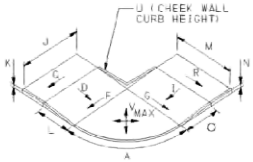
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



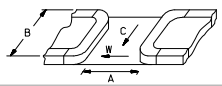
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

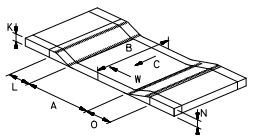
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	28	(IN)
*	C	9.00	(%)
*	D	5.60	(%)
	E	7.10	(%)
*	F	9.00	(%)
*	G	8.60	(%)
	H	8.80	(%)
*	I	5.70	(%)
*	J	60	(IN)
	K	5	(IN)
	L	60	(IN)
*	M	60	(IN)
	N	3	(IN)
	O	48	(IN)
*	P	48	(IN)
*	Q	2.00	(%)
*	R	6.60	(%)
*	S	4.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.60	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.20	(%)
*	EE	0.20	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

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DEPARTMENT OF TRANSPORTATION

S 23RD ST & WHARTON ST, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania DEPARTMENT OF TRANSPORTATION

Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- ☑ Curb Ramp
- ☐ Sidewalk
- ☐ Ped. Push Button
- ☐ Ped. Signal
- ☐ Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan** ☐ Yes ☐ No

Suggested Repair

Approx. Repair Costs

Actual Repair Costs

Actual Repair

Date Repaired

Justification for Technically Infeasible

(check all that apply)

- ☐ Limited Right-of-Way
- ☐ Existing Utilities
- ☑ Structures, Buildings, Vaults
- ☐ Historic Areas
- ☐ Environmental Areas
- ☐ Grade Separations
- ☑ Other 1 Ramp Loation / Tie-in
- ☐ Other 2
- ☐ Other 3
- ☐ Other 4

General Information

***District:** 06
***County:** Philadelphia
***Township/Boro:** Philadelphia City
Project ECMS # 79910

Submitter Information

Submitted By: Joseph P. Michiels, P.E.
Submitter Company: BL Companies
Street Address 535 Route 38 E
City State Zip Cherry Hill, NJ 08002
Telephone 856-485-8401
***Date Submitted:** April 20, 2023

Project Information

Project Type

- ☐ Resurfacing Project
- ☐ Signal Project
- ☐ Widening Project
- ☑ Reconstruction
- ☐ New Construction (Tech Infeasible normally N/A)
- ☐ Other

Pedestrian Traffic	☑ Yes	☐ No
Pedestrian Trip Generators	☐ Yes	☑ No
Safety Concerns	☐ Yes	☑ No
R9-3A "No Peds" Signs	☐ Yes	☑ No
Existing Crosswalk	☐ Yes	☑ No
Existing Sidewalk	☐ Yes	☑ No
Existing Push Buttons	☐ Yes	☑ No

ADT 2,000

Location Identification

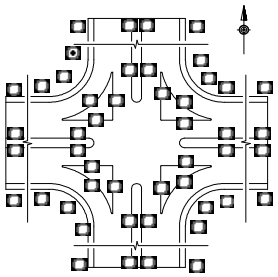
23rd Street
**SR North - Segment, Offset*

23rd Street
**SR South - Segment, Offset*

Wharton Street
**SR East - Segment, Offset*

Wharton Street
**SR West - Segment,Offset*

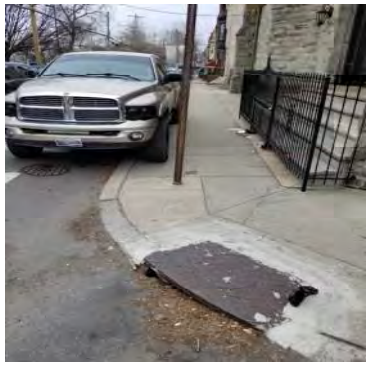
04
Location #



Investigated design alternatives	Why alternative was not selected
1.) Extend Ramp	This is infeasible due to the location of the existing fence and steps behind the ramp
2.) Relocate Ramp South	This would increase the ramp and landing slopes.
3.) Raise Ramp	This would cause ponding to the north of the ramp.

Alternative selected and description of what requirement is not met

A ramp with a compliant ramp slope of 8.33% and landing slope of 2.00% could not be met; a non-compliant ramp with a ramp slope of 9.10% landing slope of 5.75% is to be constructed at location 04. This design provides access to the maximum extent feasible.



ADA Review Committee Recommendation

☑ Approved ☐ Denied

Sunil Gill 11/29/2023
ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved ☐ Denied

Sunil Gill 11/29/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-(23rd Street)-(23rd Street)-(Wharton Street)-(Wharton Street)-04-Apr 20, 2023*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(Print with a PCL Driver)

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1
Extend Ramp: The ramp cannot be extended due to the exisitng features (fence & church steps) located behind the ramp. If the ramp were to be extended, the proposed PAR of 4.0 LF would decrease to below 4.0 LF. Therefore, the ramp has been extended to the maximum extent feasible.

Investigated Design Alternative #2
Relocate Ramp South: Relocating the ramp south would lower the elevation of the gutter, and therefore increase the ramp and landing slopes. Relocating the ramp south would also locate the ramp closer to the existing inlet on the nose of the quadrant. Therefore, the ramp has not been relocated south.

Investigated Design Alternative #3
Raise Ramp: Raising the ramp is infeasible due to the proposed 0.50% gutter slopes to the north of the ramp. If the ramp were to be raised, there would be ponding to the north of the ramp. Therefore, the ramp has been raised to the maximum extent feasible.

Summary
A ramp with a compliant ramp slope of 8.33% and landing slope of 2.00% could not be met; a non-compliant ramp with a ramp slope of 9.10% landing slope of 5.75% is to be constructed at location 04. This design provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-(23rd Street)-(23rd Street)-(Wharton Street)-(Wharton Street)-04-Apr 20, 202*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

Sheet 2 - Technically Infeasible Form

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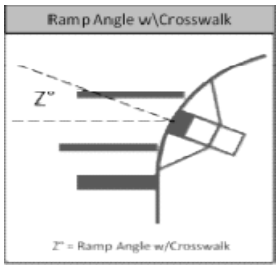
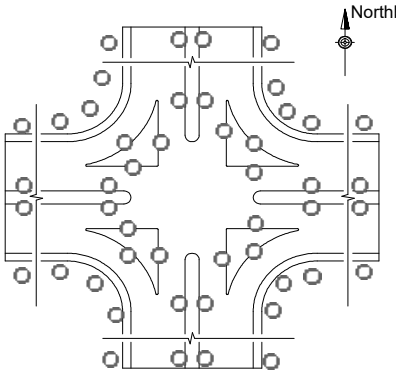
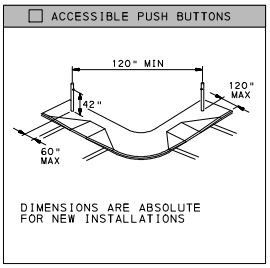
S 23RD ST & WHARTON ST, PennDOT Location ID # 7

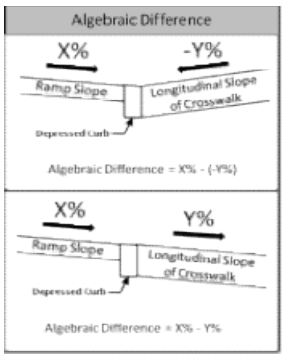
*Date of Design (yyyy mm dd)	2024	02	08		
Designer 1	ERIC LONG JJA				
Designer 2	TYREE BROWN JJA				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	4.50	%	3.50	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	11.4		
Intersection Ramp # of #	3	8			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				

*North Leg	S 23RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 23RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S23RDSt-WHARTONSt-S23RDSt-WHARTONSt-2024-02-08-7-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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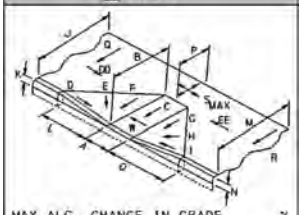
DEPARTMENT OF TRANSPORTATION

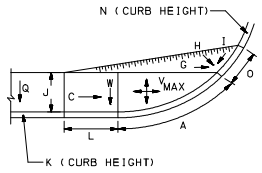
S 23RD ST & WHARTON ST, PennDOT Location
ID # 7

☐ TYPE 1



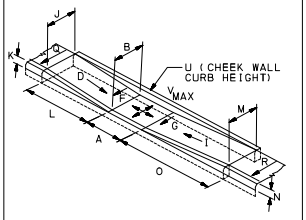
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



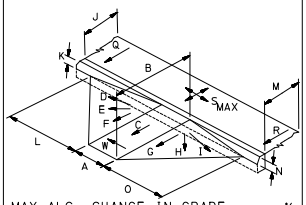
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



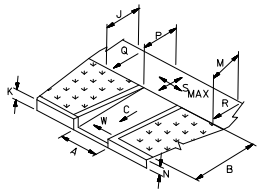
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



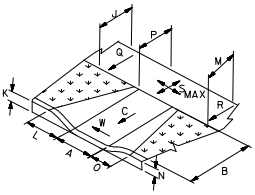
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



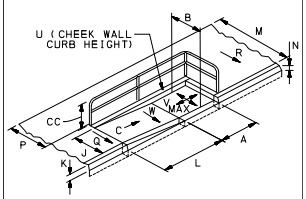
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



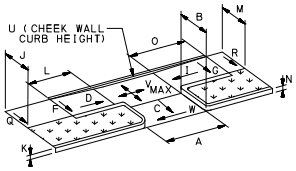
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



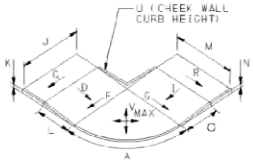
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



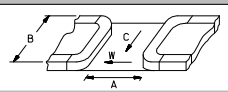
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

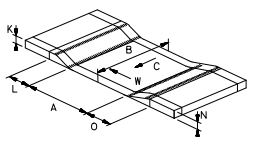
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	64	(IN)
*	C	6.90	(%)
*	D	8.30	(%)
	E	9.90	(%)
*	F	5.90	(%)
*	G	5.90	(%)
	H	4.40	(%)
*	I	0.80	(%)
*	J	75	(IN)
	K	2	(IN)
	L	58	(IN)
*	M	75	(IN)
	N	5	(IN)
	O	64	(IN)
*	P	48	(IN)
*	Q	3.30	(%)
*	R	6.10	(%)
*	S	1.40	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.10	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	5.60	(%)
*	EE	3.60	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

C-06-101-60000-S23RDSt-WHARTONSt-S23RDSt-WHARTONSt-2024-02-08-7-Type1

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S 23RD ST & WHARTON ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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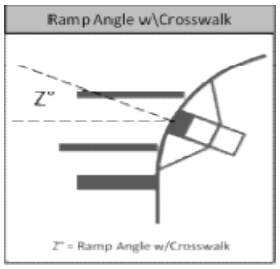
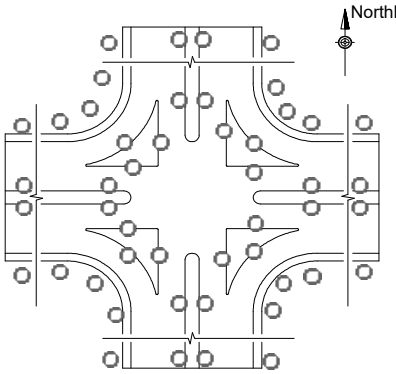
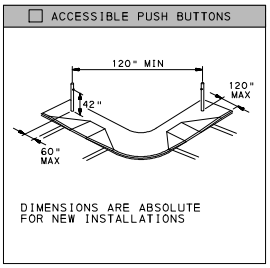
S 23RD ST & SEARS ST, PennDOT Location ID # 9

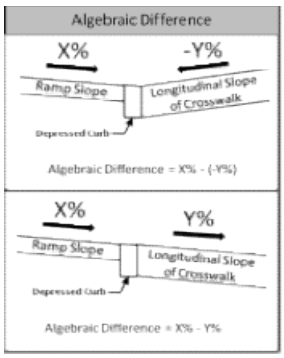
*Date of Design (yyyy mm dd)	2024	02	08		
Designer 1	Eric Long JJA				
Designer 2	Tyree Brown JJA				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	2.90	%	1.70	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	12.9		
Intersection Ramp # of #	1	2			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				

*North Leg	S 23RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	SEARS	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 23RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		







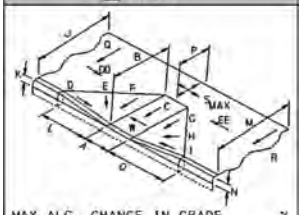


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-S23RDSt-SEARSSt-S23RDSt-2024-02-08-9-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

pennsylvania
DEPARTMENT OF TRANSPORTATION

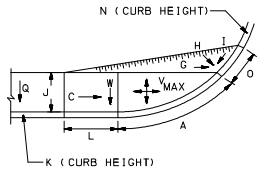
S 23RD ST & SEARS ST, PennDOT Location ID # 9

☐ TYPE 1



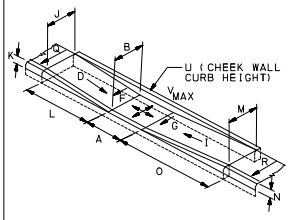
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



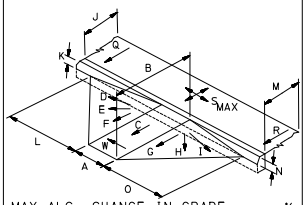
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



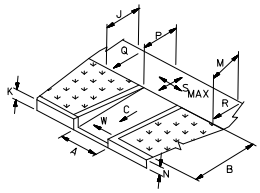
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



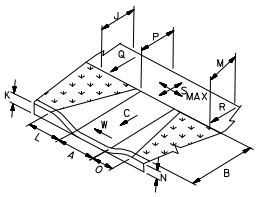
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



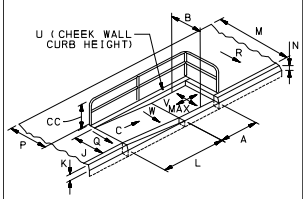
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



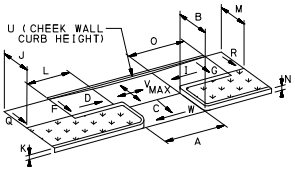
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



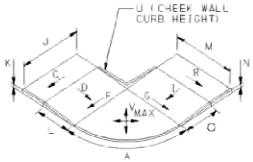
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



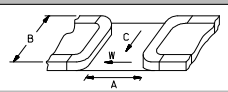
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

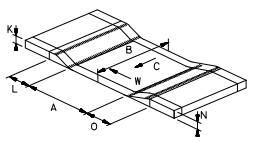
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	24	(IN)	
*	C	10.00	(%)	
*	D	5.70	(%)	
	E	7.70	(%)	
*	F	9.60	(%)	
*	G	10.00	(%)	
	H	11.10	(%)	
*	I	9.80	(%)	
*	J	75	(IN)	
	K	5	(IN)	
	L	52	(IN)	
*	M	48	(IN)	
	N	2	(IN)	
	O	52	(IN)	
*	P	48	(IN)	
*	Q	2.00	(%)	
*	R	4.80	(%)	
*	S	3.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	no crosswalk
*	Z		(IN)	
*	ZZ	999	(IN)	no stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.00	(%)	
*	EE	4.20	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-S23RDSt-SEARSSt-S23RDSt-2024-02-08-9-Type1

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S 23RD ST & SEARS ST, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan** [ ] Yes [ ] No

Suggested Repair

Approx. Repair Costs

Actual Repair Costs

Actual Repair

Date Repaired

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Other 1 Ramp Loation / Tie-in
- [ ] Other 2
- [ ] Other 3
- [ ] Other 4

General Information

***District:** 06
***County:** Philadelphia
***Township/Boro:** Philadelphia City
Project ECMS # 79910

Submitter Information

Submitted By: Joseph P. Michiels, P.E.
Submitter Company: BL Companies
Street Address 535 Route 38 E
City State Zip Cherry Hill, NJ 08002
Telephone 856-485-8401
***Date Submitted:** April 20, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [x] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [ ] Other

Pedestrian Traffic	[x] Yes	[ ] No
Pedestrian Trip Generators	[ ] Yes	[x] No
Safety Concerns	[ ] Yes	[x] No
R9-3A "No Peds" Signs	[ ] Yes	[x] No
Existing Crosswalk	[x] Yes	[ ] No
Existing Sidewalk	[x] Yes	[ ] No
Existing Push Buttons	[ ] Yes	[x] No

ADT 2,000

Location Identification

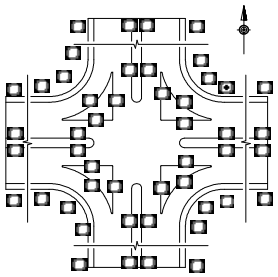
23rd Street
**SR North - Segment, Offset*

23rd Street
**SR South - Segment, Offset*

Sears Street
**SR East - Segment, Offset*

**SR West - Segment,Offset*

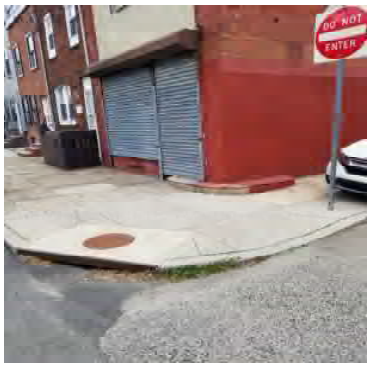
09
Location #



Investigated design alternatives	Why alternative was not selected
1.) Extend Ramp	This is infeasible due to the location of the existing step behind the ramp
2.) Relocate Ramp West	This would increase the ramp and landing slopes, as well as the ramp cross slope.
3.) Provide Asphalt Adjustment	There is no reasoning for asphalt adjustment at this quadrant.

Alternative selected and description of what requirement is not met

A ramp with a compliant ramp slope of 8.33%, landing slope of 2.00%, and cross slope of 2.00% could not be met; a non-compliant ramp with a ramp slope of 10.00%, landing slope of 4.25%, and ramp cross slope of 3.00% is to be constructed at location 09. This design provides access to the maximum extent feasible.



ADA Review Committee Recommendation

[x] Approved [ ] Denied

Sunil Gill 11/29/2023
ADA Review Committee Chair - Date

ADE of Design Approval Status

[x] Approved [ ] Denied

Sunil Gill 11/29/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-(23rd Street)-(23rd Street)-(Sears Street)-()-09-Apr 20, 2023*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(Print with a PCL Driver)

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1
Extend Ramp: The ramp cannot be extended due to the exisitng features (step) located behind the ramp. If the ramp were to be extended, the proposed PAR of 4.0 LF would decrease to below 4.0 LF. Therefore, the ramp has been extended to the maximum extent feasible.

Investigated Design Alternative #2
Relocate Ramp West: Relocating the ramp west would lower the elevation of the gutter, and therefore increase the ramp and landing slopes. Relocating the ramp west would also increase the ramp cross slope, and locate the ramp closer to the existing inlet on the nose of the quadrant. Therefore, the ramp has not been relocated west.

Investigated Design Alternative #3
Provide Asphalt Adjustment: Providing and asphalt adjustment is infeasible because there is no low point, so there is no reason for asphalt adjustment. Therefore, no asphalt adjustment has been provided.

Summary
A ramp with a compliant ramp slope of 8.33%, landing slope of 2.00%, and cross slope of 2.00% could not be met; a non-compliant ramp with a ramp slope of 10.00%, landing slope of 4.25%, and ramp cross slope of 3.00% is to be constructed at location 09. This design provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-(23rd Street)-(23rd Street)-(Sears Street)-()-09-Apr 20, 2023*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

Sheet 2 - Technically Infeasible Form

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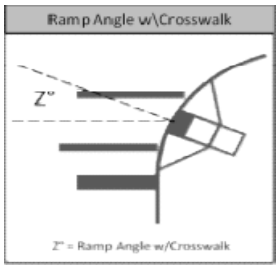
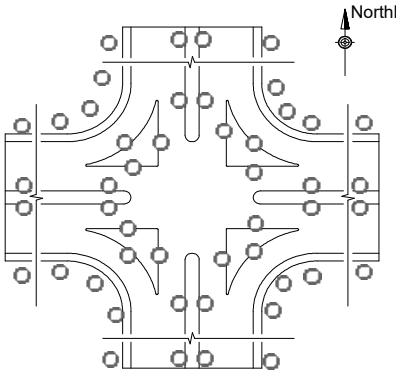
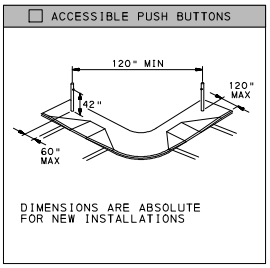
S 23RD ST & SEARS ST, PennDOT Location ID # 12

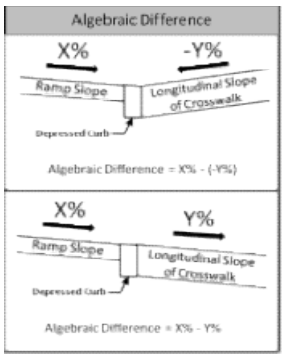
*Date of Design (yyyy mm dd)	2024	02	08		
Designer 1	Eric Long JJA				
Designer 2	Tyree Brown JJA				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.10	%	2.10	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	5.7		
Intersection Ramp # of #	2	2			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				

*North Leg	S 23RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	SEARS	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 23RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-S23RDSt-SEARSSt-S23RDSt-2024-02-08-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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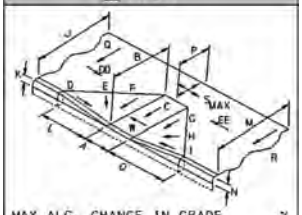
DEPARTMENT OF TRANSPORTATION

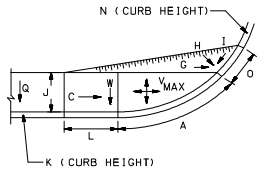
S 23RD ST & SEARS ST, PennDOT Location ID # 12

☐ TYPE 1



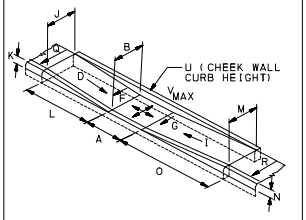
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



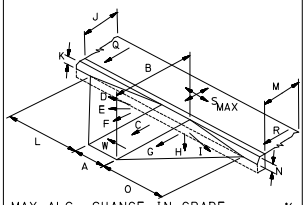
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



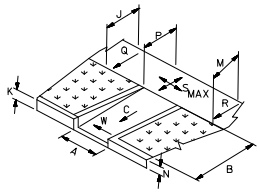
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



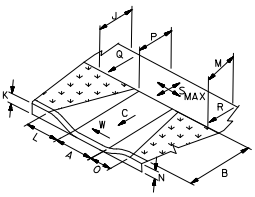
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



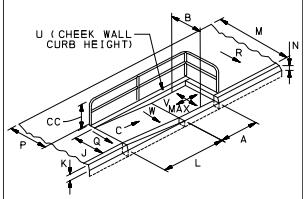
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



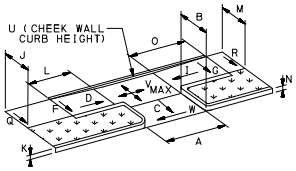
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



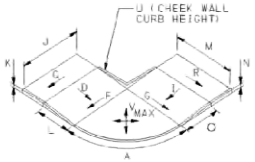
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



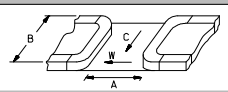
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

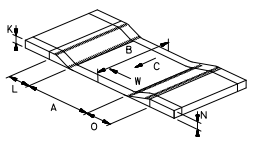
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	68	(IN)	
*	C	4.60	(%)	
*	D	9.20	(%)	
	E	7.80	(%)	
*	F	4.40	(%)	
*	G	5.90	(%)	
	H	9.70	(%)	
*	I	9.90	(%)	
*	J	48	(IN)	
	K	6	(IN)	
	L	48	(IN)	
*	M	75	(IN)	
	N	2	(IN)	
	O	44	(IN)	
*	P	48	(IN)	
*	Q	1.60	(%)	
*	R	1.40	(%)	
*	S	1.60	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	no side walk
*	Z		(IN)	
*	ZZ	999	(IN)	no stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	6.30	(%)	
*	EE	4.30	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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S 23RD ST & SEARS ST, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania DEPARTMENT OF TRANSPORTATION

Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- ☉ Curb Ramp
- ☐ Sidewalk
- ☐ Ped. Push Button
- ☐ Ped. Signal
- ☐ Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan** ☐ Yes ☐ No

Suggested Repair

Approx. Repair Costs

Actual Repair Costs

Actual Repair

Date Repaired

Justification for Technically Infeasible

(check all that apply)

- ☐ Limited Right-of-Way
- ☐ Existing Utilities
- ☑ Structures, Buildings, Vaults
- ☐ Historic Areas
- ☐ Environmental Areas
- ☐ Grade Separations
- ☑ Other 1 Ramp Loation / Tie-in
- ☐ Other 2
- ☐ Other 3
- ☐ Other 4

General Information

***District:** 06
***County:** Philadelphia
***Township/Boro:** Philadelphia City
Project ECMS # 79910

Submitter Information

Submitted By: Joseph P. Michiels, P.E.
Submitter Company: BL Companies
Street Address 535 Route 38 E
City State Zip Cherry Hill, NJ 08002
Telephone 856-485-8401
***Date Submitted:** May 31, 2023

Project Information

Project Type

- ☐ Resurfacing Project
- ☐ Signal Project
- ☐ Widening Project
- ☑ Reconstruction
- ☐ New Construction (Tech Infeasible normally N/A)
- ☐ Other

Pedestrian Traffic	☉ Yes	☐ No
Pedestrian Trip Generators	☐ Yes	☉ No
Safety Concerns	☐ Yes	☉ No
R9-3A "No Peds" Signs	☐ Yes	☉ No
Existing Crosswalk	☉ Yes	☐ No
Existing Sidewalk	☉ Yes	☐ No
Existing Push Buttons	☐ Yes	☉ No

ADT 2,000

Location Identification

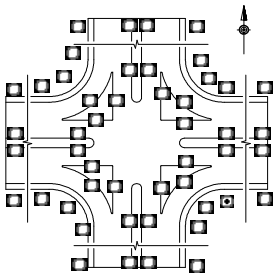
23rd Street
**SR North - Segment, Offset*

23rd Street
**SR South - Segment, Offset*

Sears Street
**SR East - Segment, Offset*

**SR West - Segment,Offset*

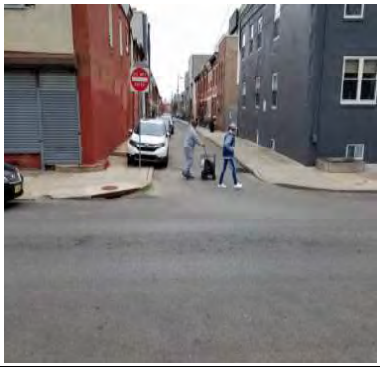
12
Location #

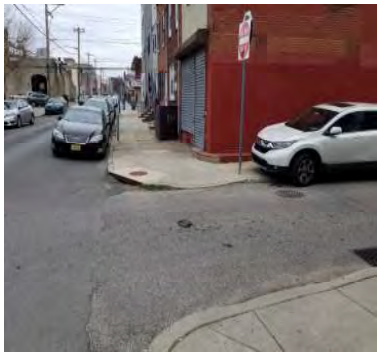


Investigated design alternatives	Why alternative was not selected
1.) Extend Ramp	This is infeasible due to the location of the existing building location.
2.) Relocate Ramp East	This would increase the flare slope and decrease the PAR.
3.) Provide Asphalt Adjustment	There is no reasoning for asphalt adjustment at this quadrant.

Alternative selected and description of what requirement is not met

A ramp with a compliant flare slope of 10.00% could not be met; a non-compliant ramp with a flare slope of 17.60% is to be constructed at location 12. This design provides access to the maximum extent feasible.





ADA Review Committee Recommendation

☑ Approved ☐ Denied

Sunil Gill 11/29/2023
ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved ☐ Denied

Sunil Gill 11/29/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-(23rd Street)-(23rd Street)-(Sears Street)-()-12-May 31, 2023*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1
Extend Ramp: The ramp cannot be extended due to the exisitng features (building) located behind the ramp. If the ramp were to be extended, the proposed PAR of 4.0 LF would decrease to below 4.0 LF. Therefore, the ramp has been extended to the maximum extent feasible.

Investigated Design Alternative #2
Relocate Ramp East: Relocating the ramp east would increase the already non-compliant flare slope, and would place the ramp closer to the building. Additionally, the existing OMG inlet cannot be reset. Therefore, the ramp has not been relocated east.

Investigated Design Alternative #3
Provide Asphalt Adjustment: Providing and asphalt adjustment is infeasible because there is no low point, so there is no reason for asphalt adjustment. Therefore, no asphalt adjustment has been provided.

Summary
A ramp with a compliant flare slope of 10.00% could not be met; a non-compliant ramp with a flare slope of 17.60% is to be constructed at location 12. This design provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-(23rd Street)-(23rd Street)-(Sears Street)-()-12-May 31, 2023*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

Sheet 2 - Technically Infeasible Form

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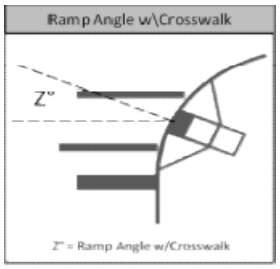
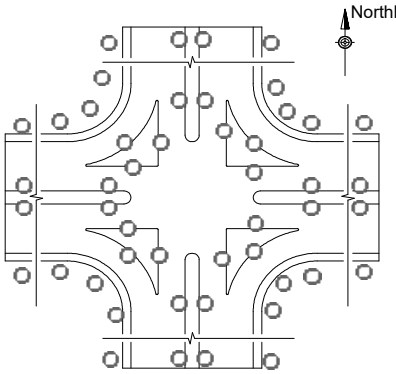
DEPARTMENT OF TRANSPORTATION

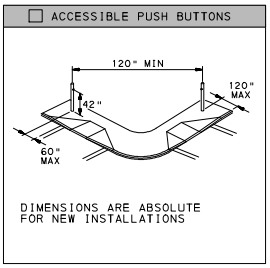
S 23RD ST & ALTER ST, PennDOT Location ID # 9

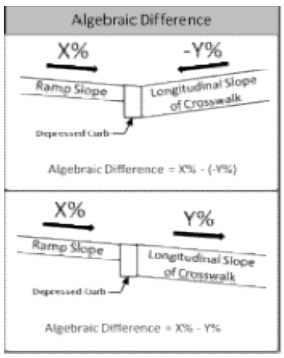
*Date of Design (yyyy mm dd)	2024	02	08		
Designer 1	ERIC LONG JJA				
Designer 2	TYREE BROWN JJA				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	1.70	%	0.10	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	6.7		
Intersection Ramp # of #	2	4			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				

*North Leg	S 23RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	ALTER	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 23RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	ALTER	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S23RDSt-ALTERSt-S23RDSt-ALTERSt-2024-02-08-9-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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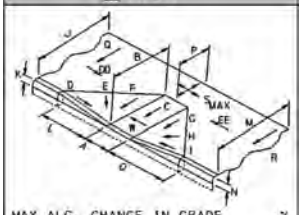
DEPARTMENT OF TRANSPORTATION

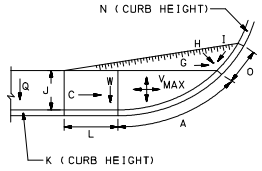
S 23RD ST & ALTER ST, PennDOT Location ID # 9

☐ TYPE 1



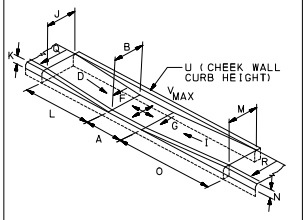
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



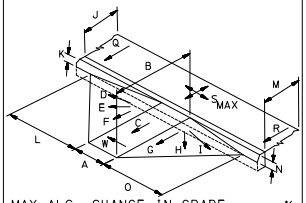
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



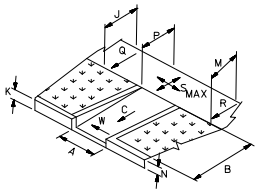
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



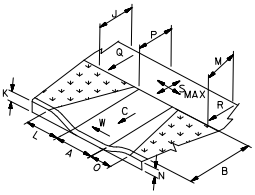
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



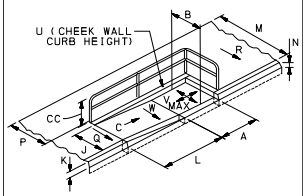
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



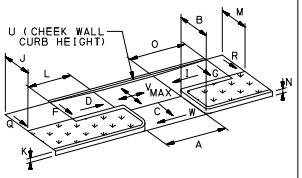
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



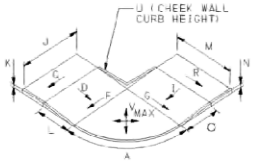
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



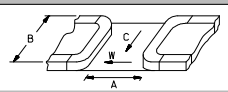
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

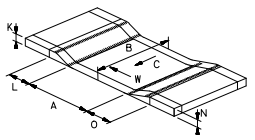
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	72	(IN)	
*	C	5.00	(%)	
*	D	3.60	(%)	
	E	5.60	(%)	
*	F	6.70	(%)	
*	G	3.60	(%)	
	H	6.80	(%)	
*	I	5.20	(%)	
*	J	120	(IN)	
	K	3	(IN)	
	L	64	(IN)	
*	M	90	(IN)	
	N	4	(IN)	
	O	56	(IN)	
*	P	48	(IN)	
*	Q	1.80	(%)	
*	R	0.80	(%)	
*	S	1.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	-
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.70	(%)	
*	EE	1.10	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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S 23RD ST & ALTER ST, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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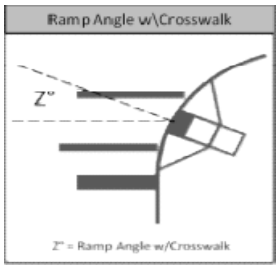
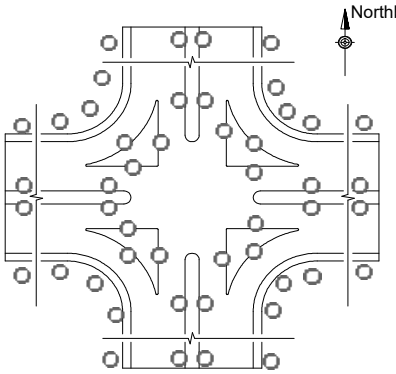
DEPARTMENT OF TRANSPORTATION

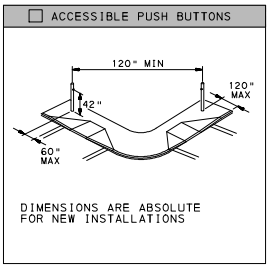
S 23RD ST & LATONA ST, PennDOT Location ID # 12

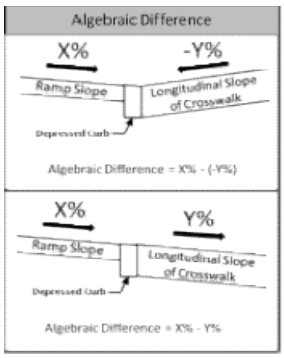
*Date of Design (yyyy mm dd)	2024	02	08		
Designer 1	ERIC LONG JJA				
Designer 2	TYREE BROWN JJA				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	1.90	%	1.50	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	3.7		
Intersection Ramp # of #	2	2			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				

*North Leg	S 23RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	LATONA	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 23RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg		(segment)	(offset)
*West Leg Desc.			
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S23RDSt-LATONASt-S23RDSt-2024-02-08-12-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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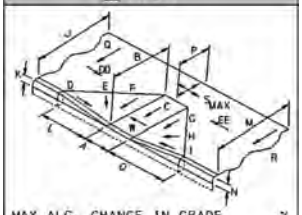
DEPARTMENT OF TRANSPORTATION

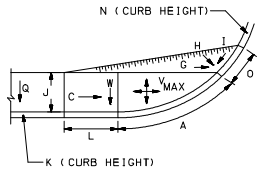
S 23RD ST & LATONA ST, PennDOT Location ID # 12

☐ TYPE 1



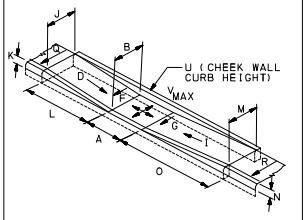
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



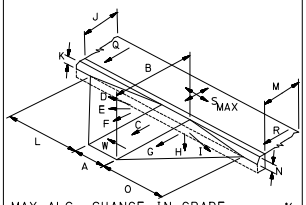
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



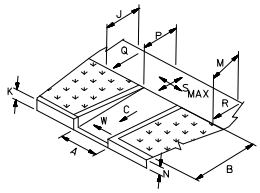
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



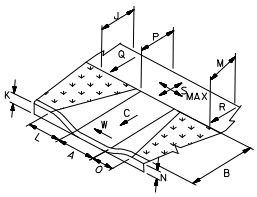
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



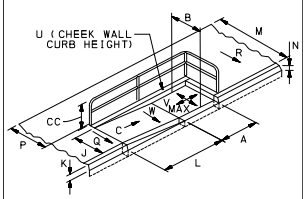
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



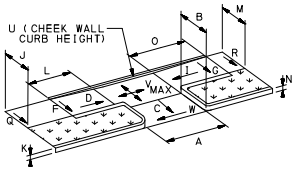
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



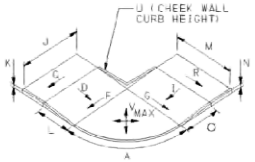
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



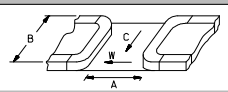
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

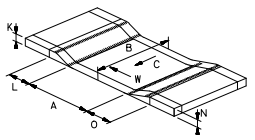
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	1.80	(%)
*	D	4.90	(%)
	E	5.00	(%)
*	F	2.30	(%)
*	G	4.90	(%)
	H	3.90	(%)
*	I	4.40	(%)
*	J	48	(IN)
	K	6	(IN)
	L	66	(IN)
*	M	48	(IN)
	N	2	(IN)
	O	52	(IN)
*	P	48	(IN)
*	Q	2.00	(%)
*	R	1.20	(%)
*	S	1.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.50	(%)
*	X		(IN)
*	Y		(IN)
*	YY	999	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	4.50	(%)
*	EE	1.80	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

pennsylvania
DEPARTMENT OF TRANSPORTATION

S 23RD ST & LATONA ST, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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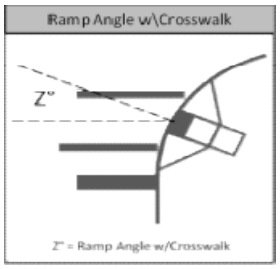
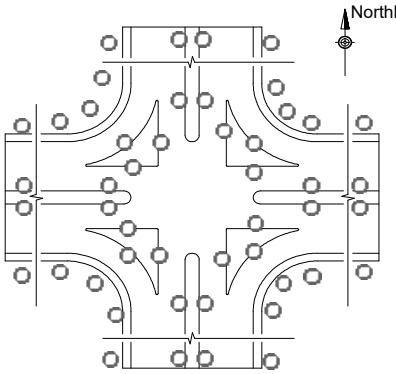
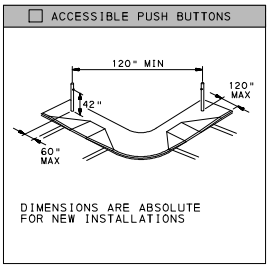
DEPARTMENT OF TRANSPORTATION

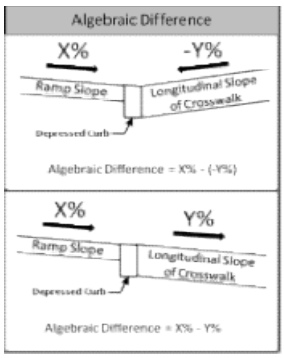
S SHERIDAN ST & WHARTON ST, PennDOT
Location ID # 4

*Date of Design (yyyy mm dd)	2024	06	07			
Designer 1	ERIC LONG JJA					
Designer 2	- -					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	0					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.80	%	3.30	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		6	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	10.8			
Intersection Ramp # of #	1	2				
*Ramp Location (Use Figure Below)	04					
*Curb Ramp Type	Type 1					
*North Leg	WHARTON	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	S SHERIDAN	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	WHARTON	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	S SHERIDAN	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







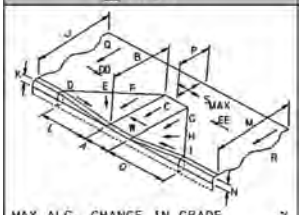


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-WHARTONSt-SSHERIDANSt-WHARTONSt-SSHERIDANSt-2024-06-07-4-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

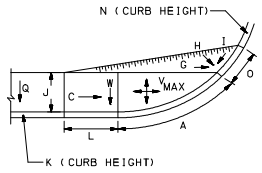
S SHERIDAN ST & WHARTON ST, PennDOT
Location ID # 4

☐ TYPE 1



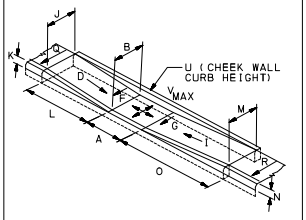
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



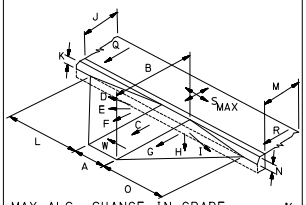
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



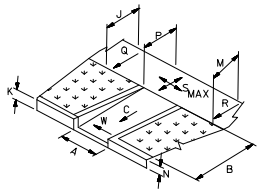
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



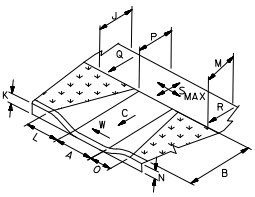
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



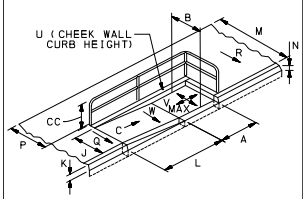
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



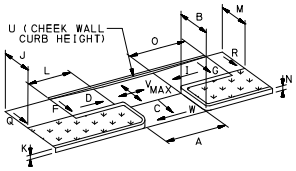
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



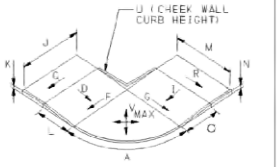
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



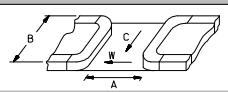
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

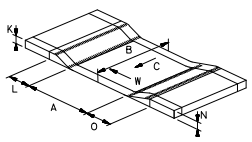
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	26	(IN)	
*	C	7.00	(%)	
*	D	8.20	(%)	
	E	7.70	(%)	
*	F	6.80	(%)	
*	G	6.70	(%)	
	H	7.90	(%)	
*	I	7.40	(%)	
*	J	100	(IN)	
	K	4	(IN)	
	L	32	(IN)	
*	M	48	(IN)	
	N	3	(IN)	
	O	52	(IN)	
*	P	48	(IN)	
*	Q	1.00	(%)	
*	R	2.40	(%)	
*	S	2.30	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	2.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	-
*	Z		(IN)	
*	ZZ	999	(IN)	-
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.10	(%)	
*	EE	4.80	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-WHARTONSt-SSHERIDANSt-WHARTONSt-SSHERIDANSt-2024-06-07-4-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

S SHERIDAN ST & WHARTON ST, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

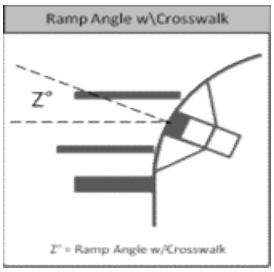
Insert Picture 3

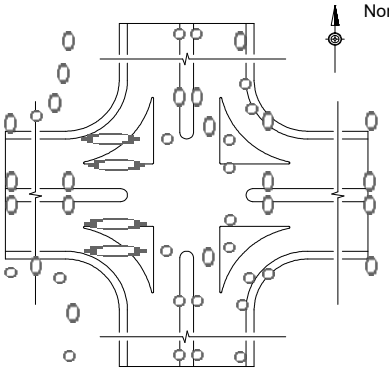
Insert Picture 6

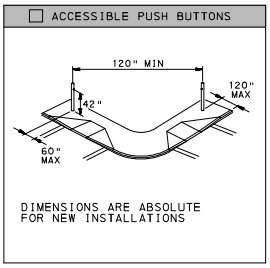
pennsylvania DEPARTMENT OF TRANSPORTATION

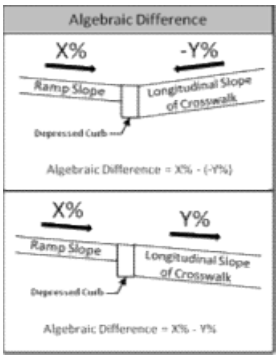
S SHERIDAN ST & WHARTON ST, PennDOT
Location ID # 7

*Date of Design (yyyy mm dd)	2024	06	07			
Designer 1	ERIC LONG JJA					
Designer 2	- -					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.00	%	0.80	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		20	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.2			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		07				
*Curb Ramp Type	Type 1					
*North Leg	WHARTON	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	S SHERIDAN	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	WHARTON	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	S SHERIDAN	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







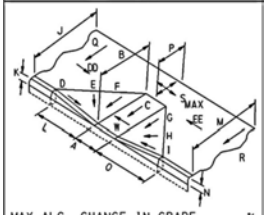


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-WHARTONSt-SSHERIDANSt-WHARTONSt-SSHERIDANSt-2024-06-07-7-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

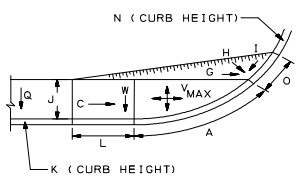
S SHERIDAN ST & WHARTON ST, PennDOT
Location ID # 7

☐ TYPE 1



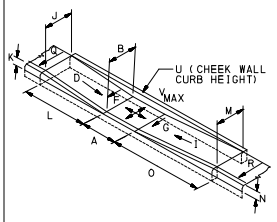
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



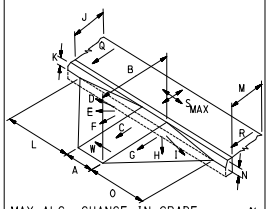
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



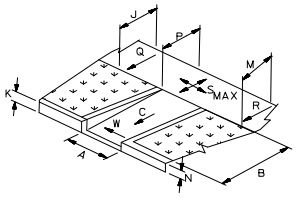
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



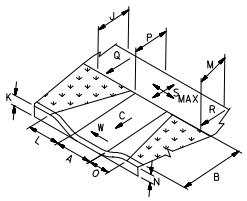
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



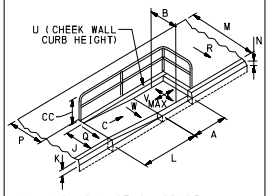
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



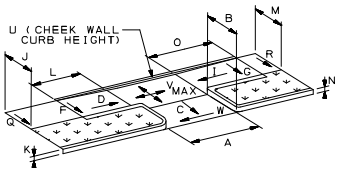
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



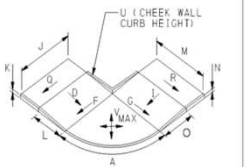
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



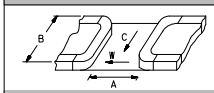
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

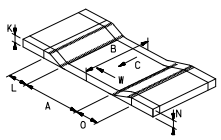
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	52	(IN)
*	C	8.20	(%)
*	D	3.00	(%)
	E	7.60	(%)
*	F	7.30	(%)
*	G	8.00	(%)
	H	9.40	(%)
*	I	8.80	(%)
*	J	60	(IN)
	K	3	(IN)
	L	64	(IN)
*	M	75	(IN)
	N	2	(IN)
	O	48	(IN)
*	P	50	(IN)
*	Q	1.50	(%)
*	R	1.00	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	999	(IN) -
*	Z		(IN)
*	ZZ	999	(IN) -
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.90	(%)
*	EE	2.80	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

C-06-101-60000-WHARTONSt-SSHERIDANSt-WHARTONSt-SSHERIDANSt-2024-06-07-7-Type1

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DEPARTMENT OF TRANSPORTATION

S SHERIDAN ST & WHARTON ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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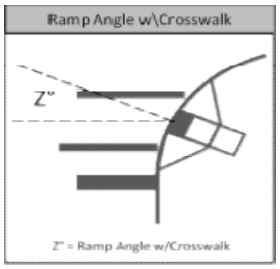
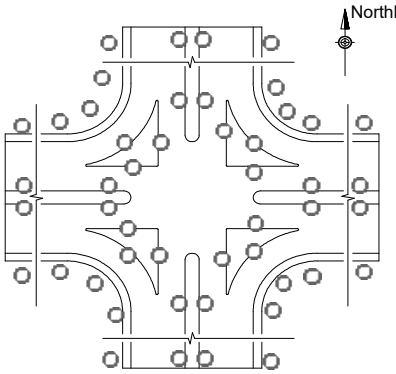
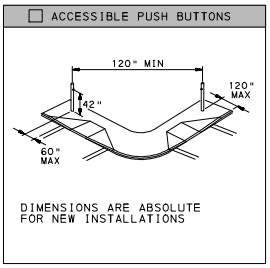
DEPARTMENT OF TRANSPORTATION

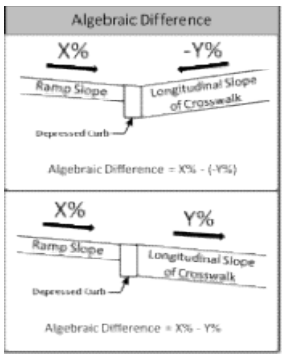
S 6TH ST & WHARTON ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2024	06	07		
Designer 1	ERIC LONG JJA				
Designer 2	- -				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	3.10	%	0.80	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		2	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	10.5		
Intersection Ramp # of #	4	8			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				
*North Leg	S 6TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	WHARTON	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	S 6TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	WHARTON	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-S6THSt-WHARTONSt-S6THSt-WHARTONSt-2024-06-07-9-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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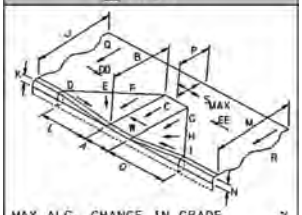
DEPARTMENT OF TRANSPORTATION

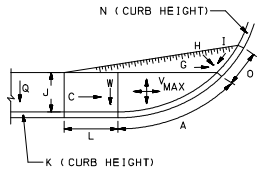
S 6TH ST & WHARTON ST, PennDOT Location ID # 9

☐ TYPE 1



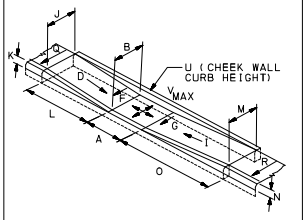
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



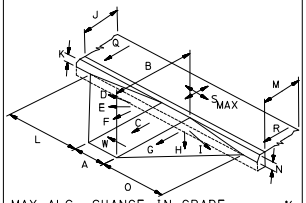
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



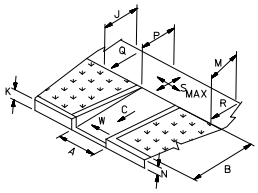
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



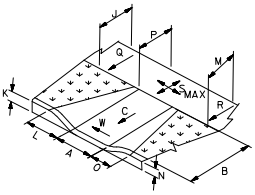
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



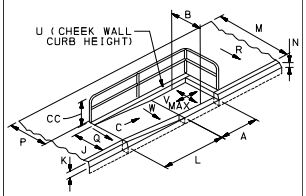
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



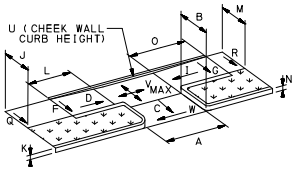
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



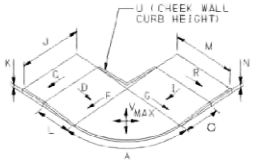
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



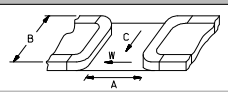
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

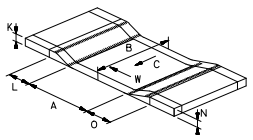
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	35	(IN)
*	C	7.40	(%)
*	D	4.40	(%)
	E	4.00	(%)
*	F	7.30	(%)
*	G	8.20	(%)
	H	12.90	(%)
*	I	13.30	(%)
*	J	60	(IN)
	K	2	(IN)
	L	40	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	20	(IN)
*	P	54	(IN)
*	Q	6.20	(%)
*	R	2.70	(%)
*	S	3.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.60	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.50	(%)
*	EE	2.50	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

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S 6TH ST & WHARTON ST, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Wharton Street and 6th Street	Ramp 09

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3898

Submitter Information

Submitted By:	Anton Kuhner, P.E
***Submitter Company:**	McMahon, a Bowman company
Street Address	425 Commerce Drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	May 15, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	◉ Yes	○ No
Pedestrian Trip Generators	○ Yes	◉ No
Safety Concerns	○ Yes	◉ No
R9-3A "No Peds" Signs	○ Yes	◉ No
Existing Crosswalk	◉ Yes	○ No
Existing Sidewalk	◉ Yes	○ No
Existing Push Buttons	○ Yes	◉ No
ADT		

Location Identification

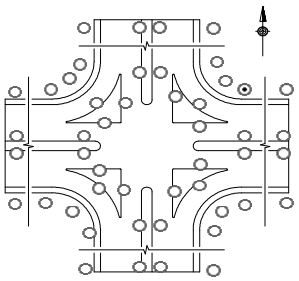
6th Street
**SR North - Segment*

6th Street
**SR South - Segment*

Wharton Street
**SR East - Segment*

Wharton Street
**SR West - Segment*

09
Location #



Investigated design alternatives	Why alternative was not selected
1.) Shift ramp further West	Conflict with adjacent curb ramp
2.) Shift ramp further East	Stormwater inlet conflict
3.) Extend ramp	Conflict with adjacent curb ramp

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: a maximum longitudinal ramp slope of 8.33%, a maximum landing slope of 2.00%, a maximum flare slope of 10.00%. The ramp was designed with a maximum longitudinal ramp slope of 9.08%, a maximum landing slope of 4.00%, and a maximum flare slope of 13.40%.

ADA Review Committee Recommendation

☑ Approved ○ Denied

Sunil Gill 11/28/2023
ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved ○ Denied

Sunil Gill 11/28/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-6th Street-6th Street-Wharton Street-Wharton Street-9-45061*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Wharton Street and 6th Street	Ramp 09

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 curb ramp further to the west; however shifting the ramp further to the west would create a conflict with the adjacent curb ramp. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 curb ramp further to the east; however, shifting the ramp further to the east would create a conflict with the existing stormwater inlet at the corner. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to extend the ramp; however, extending the ramp would create a conflict with the adjacent curb ramp. The two ramp designs are constrained between the two existing stormwater inlets at the corner. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum longitudinal ramp slope of 8.33%, a maximum landing slope of 2.00%, and a maximum flare slope of 10.00%. It is technically infeasible to meet these requirements due to the two stormwater inlets at the corner and the steep sidewalk grades. The ramp was designed with a maximum longitudinal ramp slope of 9.08%, a maximum landing slope of 4.00%, and a maximum flare slopes of 13.40%. This solution provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-6th Street-6th Street-Wharton Street-Wharton Street-*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

CS-4401 (6-12)

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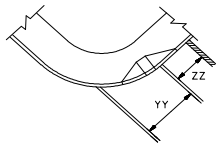
˙ON ST, PennDOT Location ID # 12 See the last tab of this workbook for instructions

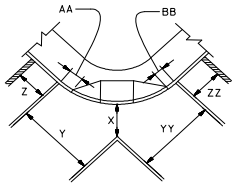
*Date of Investigation (yyyy mm dd)	2024	06	07	
Field Investigators 1	ERIC LONG JJA			
Field Investigators 2	- -			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	2			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Grate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type (if applicable)	Cast Iron			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES			
Longitudinal / Cross slope in Front of Ramp	4.70	%	0.10	%
Turning Maneuver in Street	NO			
Turning Maneuver at Top of Ramp (Smax)	YES			
ECMS #		Alg Δ Grade	11.9	%
Intersection Ramp # of #		5	8	
*Ramp Location (Use Figure Below)			12	
*Curb Ramp Type	Type 1			
*North Leg	S 6TH	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	WHARTON	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	S 6TH	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	WHARTON	(segment)	(offset)	
*West Leg Desc.	St			

☐ 1 RAMP, 1 CROSSINGS



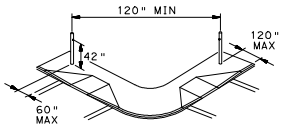
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS

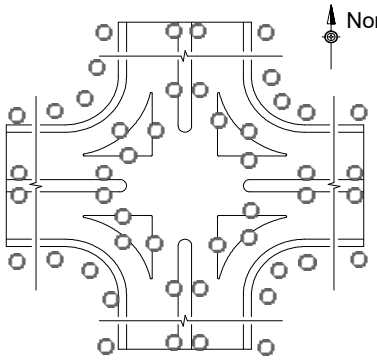


NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS



Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	☐No ☐Yes	
Asset # (auto)	☐-06-101-60000-S6THSt-WHARTONSt-S6THSt-WHARTONSt-2024-06-07-12-Type1	
* Status	☐Current ☐Archive	
Archive Ramp at location #:		
Level of Service	Meets RC-67M	

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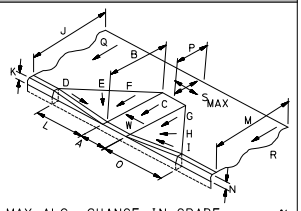
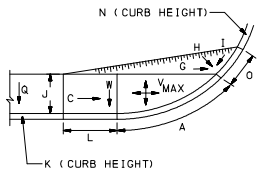
See the last tab of this workbook for instructions

☐ TYPE 1



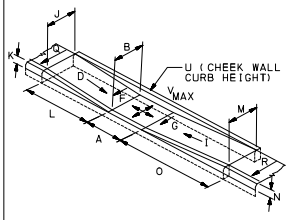
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



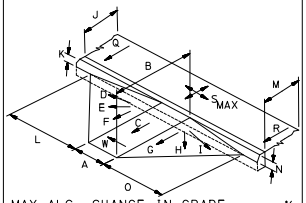
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



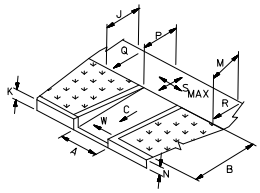
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



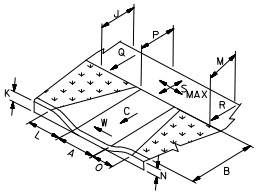
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



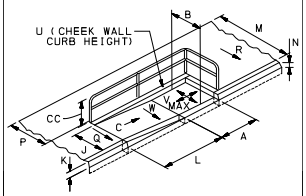
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



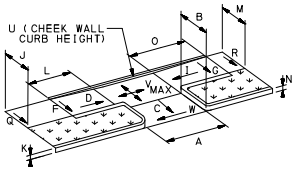
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



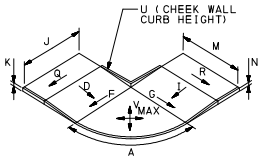
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



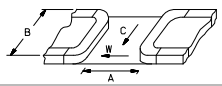
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

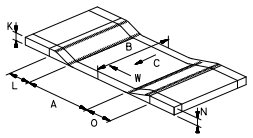
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	7.20	(%)
*	D	7.40	(%)
	E	8.80	(%)
*	F	7.00	(%)
*	G	7.40	(%)
	H	6.30	(%)
*	I	4.60	(%)
*	J	60	(IN)
	K	3	(IN)
	L	42	(IN)
*	M	48	(IN)
	N	4	(IN)
	O	36	(IN)
*	P	100	(IN)
*	Q	3.80	(%)
*	R	7.00	(%)
*	S	4.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

☐-06-101-60000-S6THSt-WHARTONSt-S6THSt-WHARTONSt-2024-06-07-12-Type1

CS-4401 (6-12)

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See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Wharton Street and 6th Street	Ramp 12

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3898

Submitter Information

Submitted By:	Anton Kuhner, P.E
***Submitter Company:**	McMahon, a Bowman company
Street Address	425 Commerce Drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	May 15, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	◉ Yes	○ No
Pedestrian Trip Generators	○ Yes	◉ No
Safety Concerns	○ Yes	◉ No
R9-3A "No Peds" Signs	○ Yes	◉ No
Existing Crosswalk	◉ Yes	○ No
Existing Sidewalk	◉ Yes	○ No
Existing Push Buttons	○ Yes	◉ No
ADT		

Location Identification

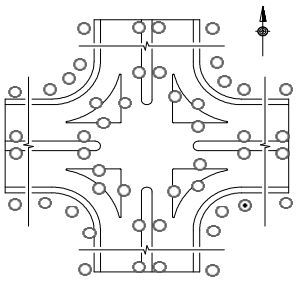
6th Street
**SR North - Segment*

6th Street
**SR South - Segment*

Wharton Street
**SR East - Segment*

Wharton Street
**SR West - Segment*

12
Location #



Investigated design alternatives	Why alternative was not selected
1.) Shift ramp further West	Stormwater inlet conflict
2.) Shift ramp further East	TIF still required
3.) Extend ramp	Conflict with adjacent curb ramp

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: a maximum landing slope of 2.00%. The ramp was designed with a maximum landing slope of 5.00%. The ramp was designed with a maximum ramp slope of 8.50% and a maximum landing slope of 5.00%.

ADA Review Committee Recommendation

☑ Approved
○ Denied

Sunil Gill 11/28/2023
ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved
○ Denied

Sunil Gill 11/28/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-6th Street-6th Street-Wharton Street-Wharton Street-12-45061*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Wharton Street and 6th Street	Ramp 12

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 curb ramp further to the west; however shifting the ramp further to the west would create a conflict with the existing stormwater inlet at the corner. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 curb ramp further to the east; however, shifting the ramp further to the east would still require a TIF due to the close proximity of a step on this corner and the steep sidewalk grades. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to extend the ramp; however, extending the ramp would create a conflict with the adjacent curb ramp. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum landing slope of 2.00% and a maximum ramp slope of 8.33%. It is technically infeasible to meet this requirement due to the close proximity of the step at the corner and the steep sidewalk grades. The ramp was designed with a maximum landing slope of 5.00% and a maximum ramp slope of 8.50%. This solution provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-6th Street-6th Street-Wharton Street-Wharton Street-*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

CS-4401 (6-12)

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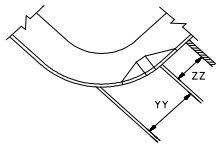
˙ON ST, PennDOT Location ID # 1See the last tab of this workbook for instructions

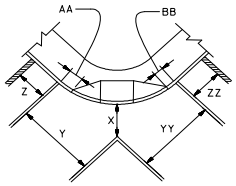
*Date of Investigation (yyyy mm dd)	2024	06	07	
Field Investigators 1	ERIC LONG JJA			
Field Investigators 2	- -			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	2			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Grate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type (if applicable)	Cast Iron			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES			
Longitudinal / Cross slope in Front of Ramp	0.30	%	1.00	%
Turning Maneuver in Street	NO			
Turning Maneuver at Top of Ramp (Smax)	YES			
ECMS #		Alg Δ Grade	7.2	%
Intersection Ramp # of #		6	8	
*Ramp Location (Use Figure Below)			14	
*Curb Ramp Type	Type 1			
*North Leg	S 6TH	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	WHARTON	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	S 6TH	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	WHARTON	(segment)	(offset)	
*West Leg Desc.	St			

☐ 1 RAMP, 1 CROSSINGS



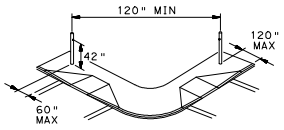
NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ 1 RAMP, 2 CROSSINGS

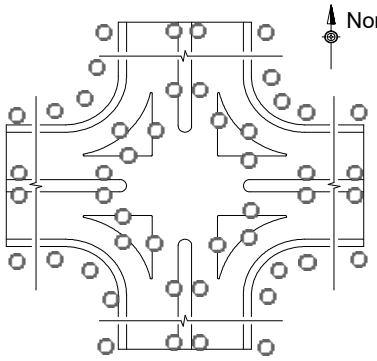


NOTE: CROSSING MAY BE MARKED OR UNMARKED

☐ ACCESSIBLE PUSH BUTTONS



DIMENSIONS ARE ABSOLUTE FOR NEW INSTALLATIONS



Accessible Push Buttons	N/A	
Sketch Used To Collect Field Information	☐No ☐Yes	
Asset # (auto)	☐-06-101-60000-S6THSt-WHARTONSt-S6THSt-WHARTONSt-2024-06-07-14-Type1	
* Status	☐Current ☐Archive	
Archive Ramp at location #:		
Level of Service	Meets RC-67M	

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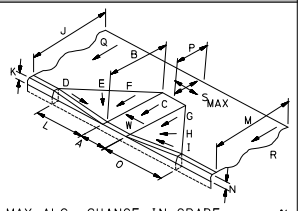
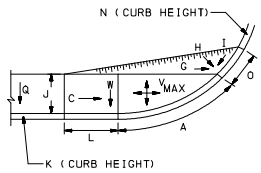
See the last tab of this workbook for instructions

☐ TYPE 1



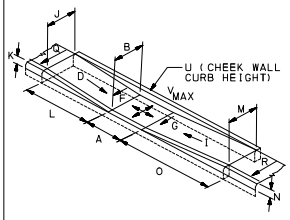
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



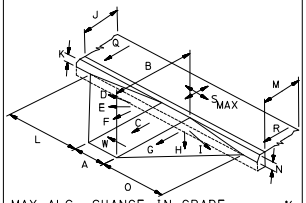
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



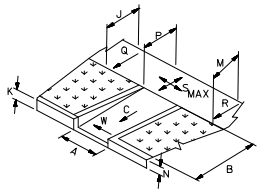
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



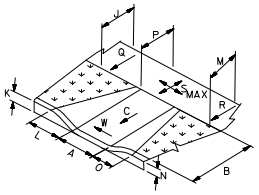
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



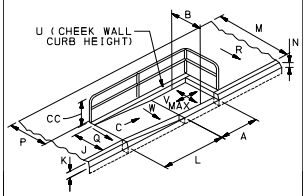
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



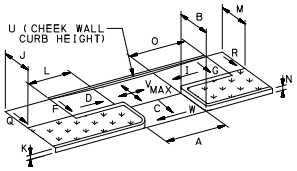
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



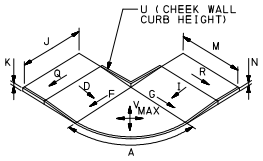
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
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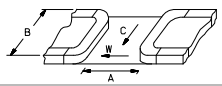
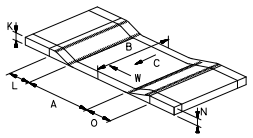
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	52	(IN)
*	C	6.90	(%)
*	D	3.60	(%)
	E	4.90	(%)
*	F	6.40	(%)
*	G	6.40	(%)
	H	5.20	(%)
*	I	0.50	(%)
*	J	60	(IN)
	K	4	(IN)
	L	42	(IN)
*	M	48	(IN)
	N	2	(IN)
	O	48	(IN)
*	P	90	(IN)
*	Q	3.80	(%)
*	R	7.00	(%)
*	S	4.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	999	(IN) -
*	Z		(IN)
*	ZZ	999	(IN) -
*	AA		(IN)
*	BB		(IN)
	CC		(IN)

(insert comments below)

CS-4401 (6-12)

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See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Wharton Street and 6th Street	Ramp 14

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3898

Submitter Information

Submitted By:	Anton Kuhner, P.E
***Submitter Company:**	McMahon, a Bowman company
Street Address	425 Commerce Drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	May 15, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	◉ Yes	○ No
Pedestrian Trip Generators	○ Yes	◉ No
Safety Concerns	○ Yes	◉ No
R9-3A "No Peds" Signs	○ Yes	◉ No
Existing Crosswalk	◉ Yes	○ No
Existing Sidewalk	◉ Yes	○ No
Existing Push Buttons	○ Yes	◉ No
ADT		

Location Identification

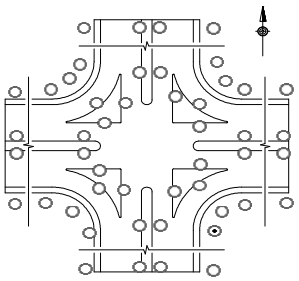
6th Street
**SR North - Segment*

6th Street
**SR South - Segment*

Wharton Street
**SR East - Segment*

Wharton Street
**SR West - Segment*

14
Location #



Investigated design alternatives	Why alternative was not selected
1.) Shift ramp further North	Stormwater inlet conflict
2.) Shift ramp further South	TIF still required
3.) Extend ramp	Conflict with adjacent curb ramp

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: a maximum longitudinal ramp slope of 8.33%, a maximum DWS transition slope of 5.00%, and a maximum landing slope of 2.00%. The ramp was designed with a maximum longitudinal ramp slope of 12.65%, a maximum DWS transiton slope of 8.50%, and a maximum landing slope of 5.00%.

ADA Review Committee Recommendation

✓ ◉ Approved
○ Denied

Sunil Gill 11/28/2023
ADA Review Committee Chair - Date

ADE of Design Approval Status

✓ ◉ Approved
○ Denied

Sunil Gill 11/28/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-6th Street-6th Street-Wharton Street-Wharton Street-14-45061*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Wharton Street and 6th Street	Ramp 14

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 curb ramp further to the north; however shifting the ramp further to the north would create a conflict with the existing stormwater inlet at the corner. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 curb ramp further to the south; however, shifting the ramp further to the south would still require a TIF due to the close proximity of a step on this corner and the steep sidewalk grades. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to extend the ramp; however, extending the ramp would create a conflict with the adjacent curb ramp. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum longitudinal ramp slope of 8.33%, a maximum DWS transiton slope of 5.00%, and a maximum landing slope of 2.00%. It is technically infeasible to meet these requirements due to the close proximity of the step at the corner and the steep sidewalk grades. The ramp was designed with a maximum longitudinal ramp slope of 12.65%, a maximum DWS transition slope of 8.50% and a maximum landing slope of 5.00%. This solution provides access to the maximum extent feasible.

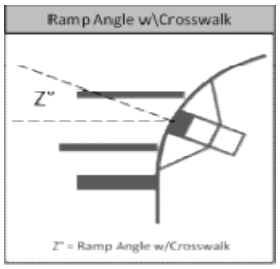
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-6th Street-6th Street-Wharton Street-Wharton Street-*

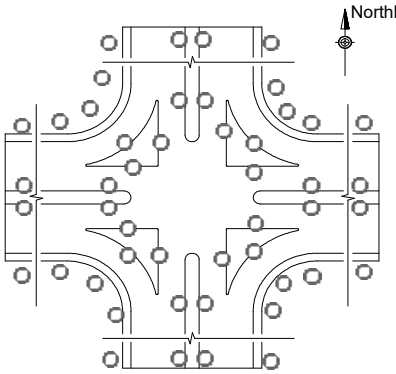
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

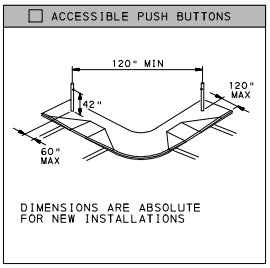
pennsylvania
DEPARTMENT OF TRANSPORTATION

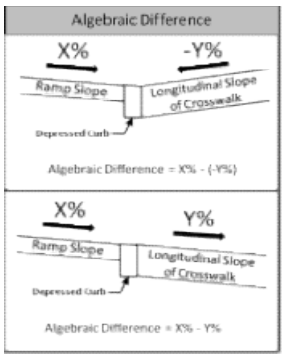
S 7TH ST & WHARTON ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2024	06	07		
Designer 1	ERIC LONG JJA				
Designer 2	- -				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	7.10	%	0.80	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		7	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	12.8		
Intersection Ramp # of #	2	8			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				
*North Leg	S 7TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	WHARTON	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	S 7TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	WHARTON	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







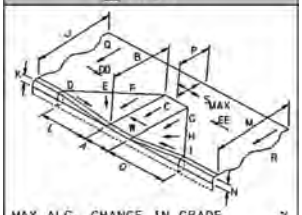


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-S7THSt-WHARTONSt-S7THSt-WHARTONSt-2024-06-07-4-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

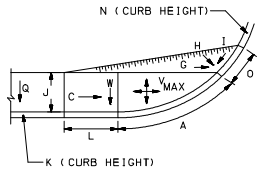
S 7TH ST & WHARTON ST, PennDOT Location ID # 4

☐ TYPE 1



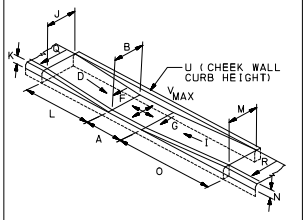
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



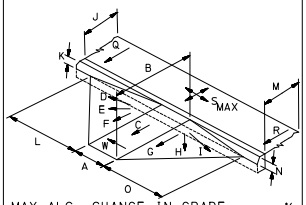
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



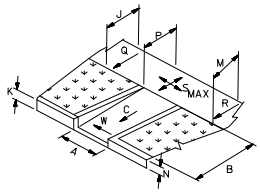
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



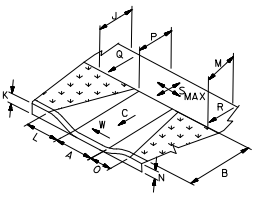
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



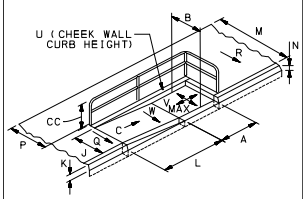
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



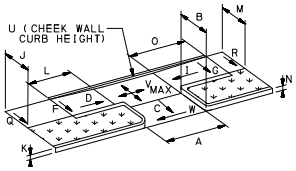
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



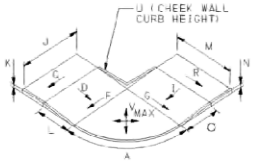
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



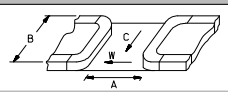
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

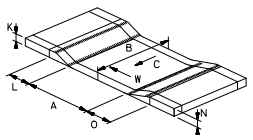
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	50	(IN)
*	C	12.70	(%)
*	D	11.80	(%)
	E	14.10	(%)
*	F	11.70	(%)
*	G	10.90	(%)
	H	14.40	(%)
*	I	7.60	(%)
*	J	48	(IN)
	K	3	(IN)
	L	30	(IN)
*	M	48	(IN)
	N	2	(IN)
	O	32	(IN)
*	P	94	(IN)
*	Q	4.30	(%)
*	R	6.80	(%)
*	S	5.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.20	(%)
*	EE	2.50	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

pennsylvania
DEPARTMENT OF TRANSPORTATION

S 7TH ST & WHARTON ST, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Wharton Street and 7th Street	Ramp 04

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3898

Submitter Information

Submitted By:	Anton Kuhner, P.E
***Submitter Company:**	McMahon, a Bowman company
Street Address	425 Commerce Drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	May 15, 2023

Project Information

Project Type

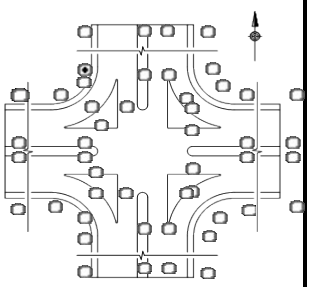
- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	● Yes	○ No
Pedestrian Trip Generators	○ Yes	● No
Safety Concerns	○ Yes	● No
R9-3A "No Peds" Signs	○ Yes	● No
Existing Crosswalk	● Yes	○ No
Existing Sidewalk	● Yes	○ No
Existing Push Buttons	○ Yes	● No
ADT		

Location Identification

7th Street	**SR North - Segment*
7th Street	**SR South - Segment*
Wharton Street	**SR East - Segment*
Wharton Street	**SR West - Segment*
04	Location #

Northbound



Investigated design alternatives	Why alternative was not selected
1) Shift ramp North	Conflict with existing step
2) Shift ramp South	Stormwater inlet conflict
3) Extend ramp	Need to maintain 4' of PAR

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: maximum landing slope of 2.00%, maximum ramp slope of 8.33%, a mximum DWS transition slope of 5.00%, and a maximum flare slope of 10.00%. The ramp was designed with a maximum landing slope of 7.35%, a maximum ramp slope of 13.45%, a maximum DWS transition slope of 7.50%, and maximum flare slopes of 10.34% and 11.82%.

ADA Review Committee Recommendation

☑ Approved ○ Denied — Sunil Gill 11/28/2023 — ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved ○ Denied — Sunil Gill 11/28/2023 — District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-7th Street-7th Street-Wharton Street-Wharton Street-4-45061*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Wharton Street and 7th Street	Ramp 04

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 curb ramp further to the north; however shifting the ramp further to the north would create a conflict with the existing water manhole at the corner. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 curb ramp further to the south; however, shifting the ramp further to the south would create a conflict with the existing stormwater inlet at the corner. Furthermore, curbline slopes decrease in this direction. As a result of these considerations this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to extend the ramp; however, extending the ramp is not feasible due to maintaining 4' of PAR to the step at the corner. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum landing slope of 2.00%. It is technically infeasible to meet these requirements due to the close proximity of a step and the steep sidewalk grades at the corner. The ramp was designed with a maximum landing slope of 7.35%, a maximum ramp slope of 13.45%, a maximum DWS transition slope of 7.50%, and maximum flare slopes of 10.34% and 11.82%. This solution provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-7th Street-7th Street-Wharton Street-Wharton Street-*

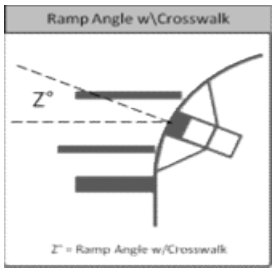
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

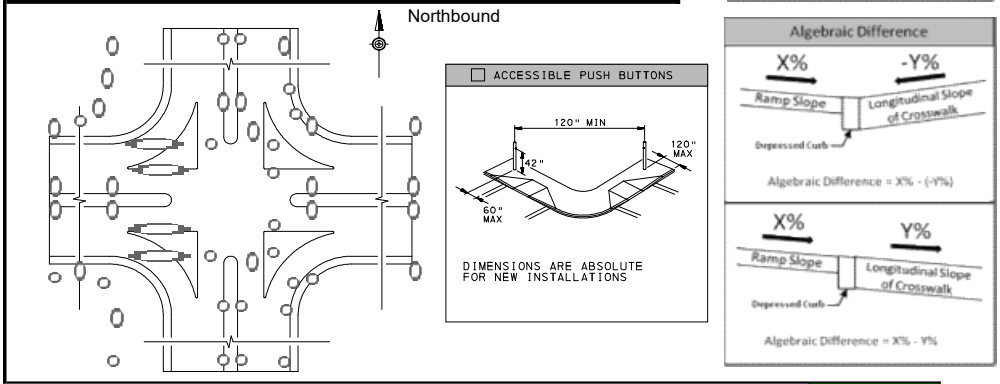
pennsylvania DEPARTMENT OF TRANSPORTATION

S 7TH ST & WHARTON ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2024	06	07			
Designer 1	ERIC LONG JJA					
Designer 2	- -					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	3.40	%	1.60	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.4			
Intersection Ramp # of #	3	8				
*Ramp Location (Use Figure Below)	07					
*Curb Ramp Type	Type 1					

*North Leg	S 7TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 7TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		



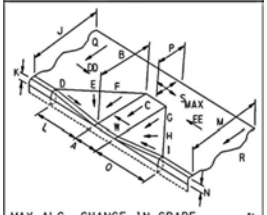


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-S7THSt-WHARTONSt-S7THSt-WHARTONSt-2024-06-07-7-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

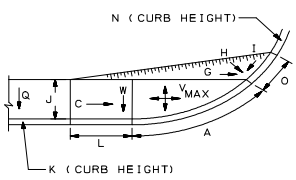
S 7TH ST & WHARTON ST, PennDOT Location ID # 7

☐ TYPE 1



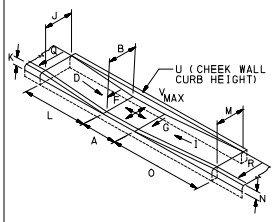
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



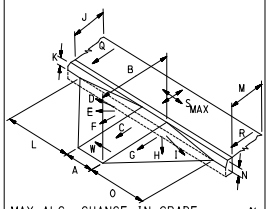
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



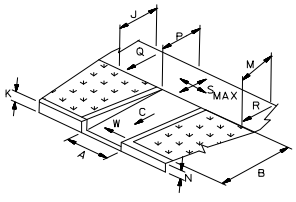
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



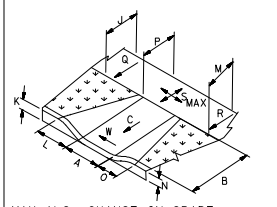
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



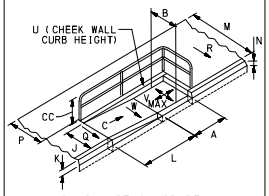
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



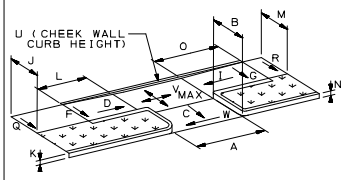
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



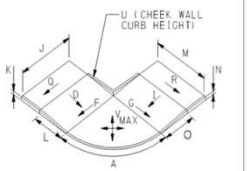
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



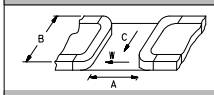
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

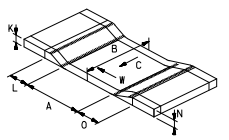
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	6.00	(%)
*	D	5.90	(%)
	E	8.60	(%)
*	F	7.30	(%)
*	G	4.50	(%)
	H	7.40	(%)
*	I	5.20	(%)
*	J	48	(IN)
	K	2	(IN)
	L	48	(IN)
*	M	48	(IN)
	N	2	(IN)
	O	36	(IN)
*	P	48	(IN)
*	Q	2.00	(%)
*	R	2.80	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.80	(%)
*	EE	2.70	(%)

Comments

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

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DEPARTMENT OF TRANSPORTATION

S 7TH ST & WHARTON ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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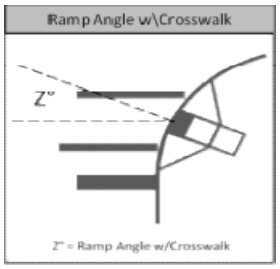
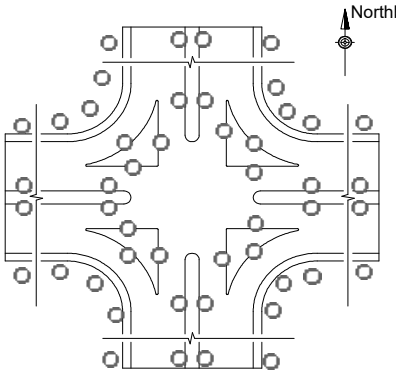
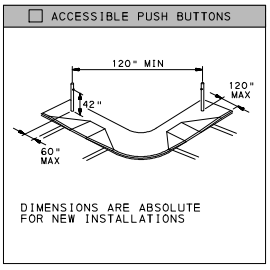
DEPARTMENT OF TRANSPORTATION

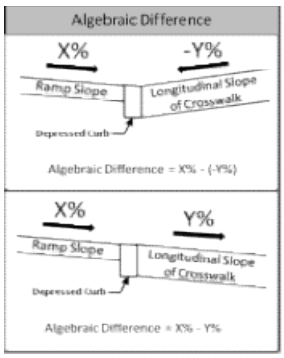
S 7TH ST & WHARTON ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2024	06	07		
Designer 1	ERIC LONG JJA				
Designer 2	- -				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	3.70	%	0.50	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		3	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	8.8		
Intersection Ramp # of #	4	8			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				
*North Leg	S 7TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	WHARTON	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	S 7TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	WHARTON	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-S7THSt-WHARTONSt-S7THSt-WHARTONSt-2024-06-07-9-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

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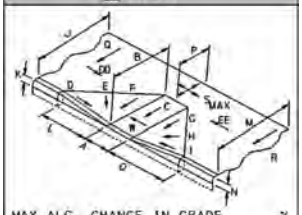
DEPARTMENT OF TRANSPORTATION

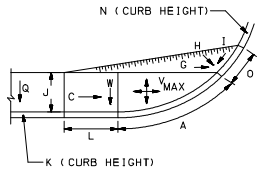
S 7TH ST & WHARTON ST, PennDOT Location ID # 9

☐ TYPE 1



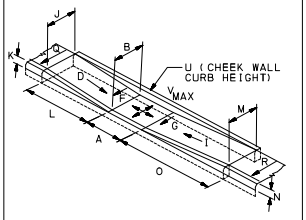
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



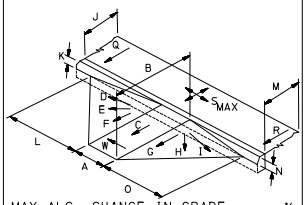
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



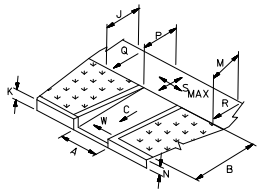
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



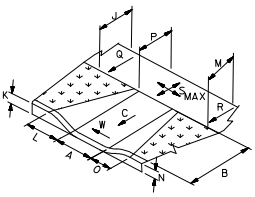
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



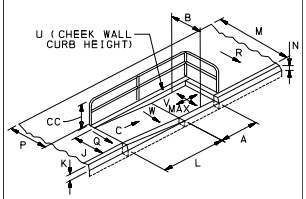
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



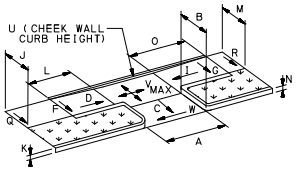
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



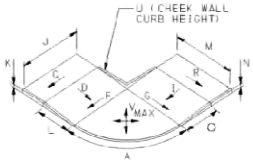
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



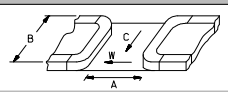
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

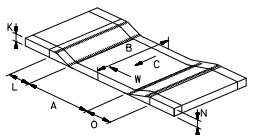
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	5.10	(%)
*	D	3.30	(%)
	E	4.90	(%)
*	F	4.80	(%)
*	G	5.70	(%)
	H	7.60	(%)
*	I	7.30	(%)
*	J	48	(IN)
	K	3	(IN)
	L	36	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	36	(IN)
*	P	50	(IN)
*	Q	2.00	(%)
*	R	2.80	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.80	(%)
*	EE	2.70	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

-

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DEPARTMENT OF TRANSPORTATION

S 7TH ST & WHARTON ST, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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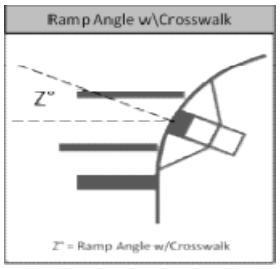
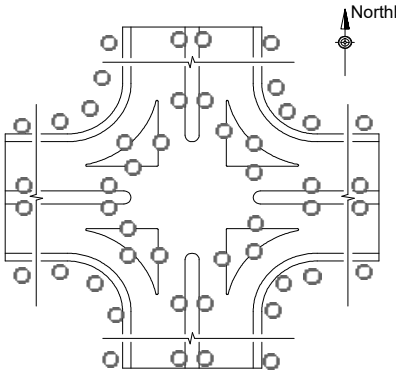
DEPARTMENT OF TRANSPORTATION

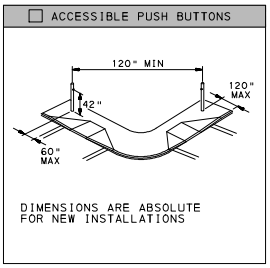
S 8TH ST & WHARTON ST, PennDOT Location ID # 2

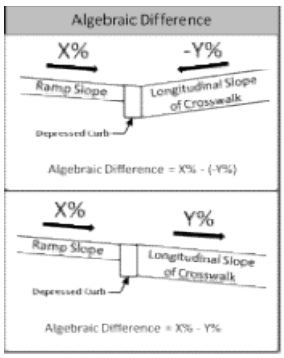
*Date of Design (yyyy mm dd)	2024	06	07		
Designer 1	Eric Long JJA				
Designer 2	- -				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	5.50	%	4.00	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	13.3		
Intersection Ramp # of #	1	8			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				

*North Leg	S 8TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 8TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-S8THSt-WHARTONSt-S8THSt-WHARTONSt-2024-06-07-2-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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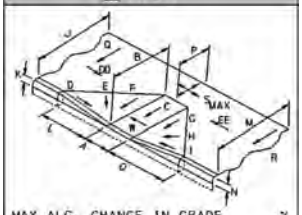
DEPARTMENT OF TRANSPORTATION

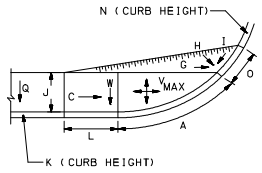
S 8TH ST & WHARTON ST, PennDOT Location ID # 2

☐ TYPE 1



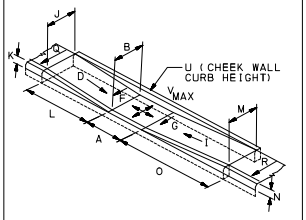
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



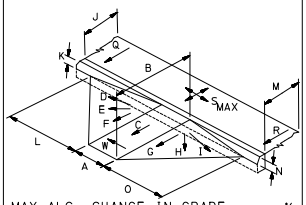
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



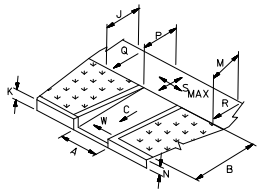
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



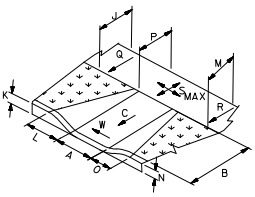
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



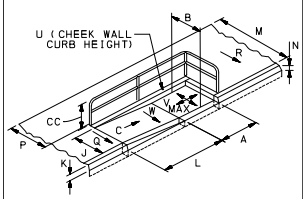
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



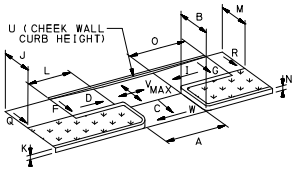
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



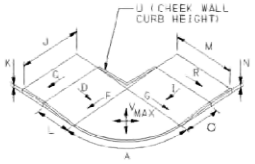
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



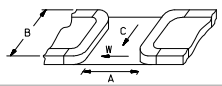
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

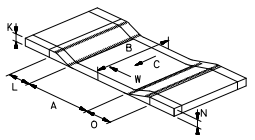
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	80	(IN)
*	C	7.80	(%)
*	D	6.60	(%)
	E	8.70	(%)
*	F	7.30	(%)
*	G	7.00	(%)
	H	7.60	(%)
*	I	7.20	(%)
*	J	48	(IN)
	K	4	(IN)
	L	62	(IN)
*	M	48	(IN)
	N	6	(IN)
	O	32	(IN)
*	P	56	(IN)
*	Q	0.20	(%)
*	R	4.50	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.80	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.00	(%)
*	EE	2.40	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

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DEPARTMENT OF TRANSPORTATION

S 8TH ST & WHARTON ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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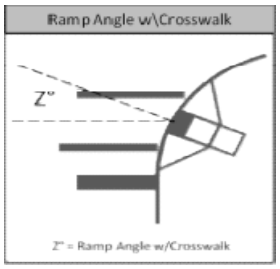
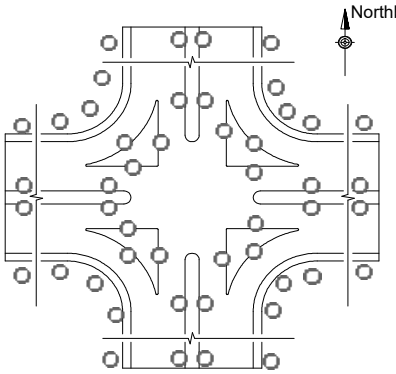
DEPARTMENT OF TRANSPORTATION

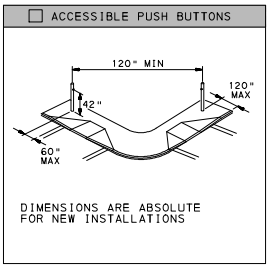
S 8TH ST & WHARTON ST, PennDOT Location ID # 4

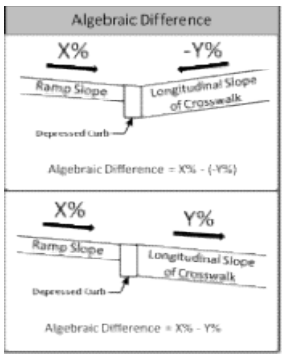
*Date of Design (yyyy mm dd)	2024	06	07		
Designer 1	ERIC LONG JJA				
Designer 2	- -				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	5.60	%	0.80	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	11.0		
Intersection Ramp # of #	2	8			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				

*North Leg	S 8TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 8TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-S8THSt-WHARTONSt-S8THSt-WHARTONSt-2024-06-07-4-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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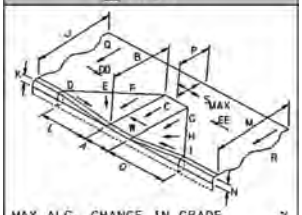
DEPARTMENT OF TRANSPORTATION

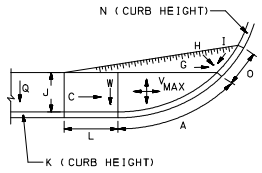
S 8TH ST & WHARTON ST, PennDOT Location ID # 4

☐ TYPE 1



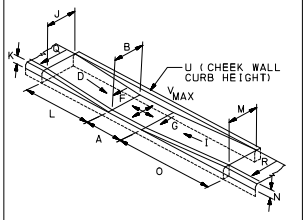
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



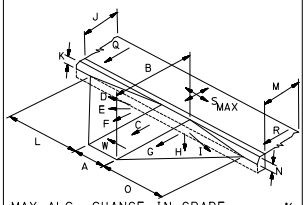
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



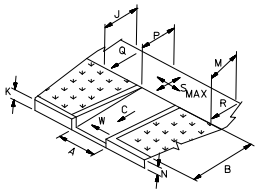
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



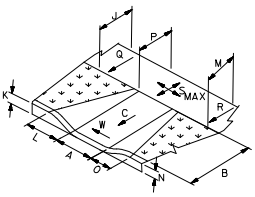
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



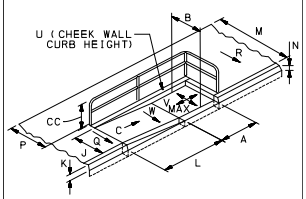
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



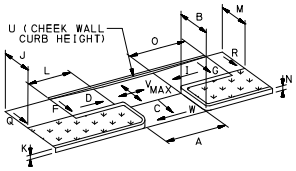
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



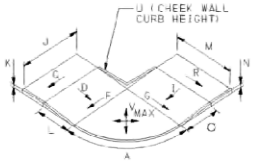
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



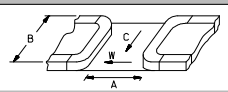
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

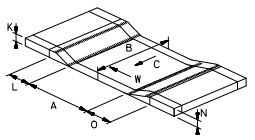
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	74	(IN)
*	C	5.60	(%)
*	D	4.50	(%)
	E	6.30	(%)
*	F	7.20	(%)
*	G	5.00	(%)
	H	8.20	(%)
*	I	5.90	(%)
*	J	48	(IN)
	K	6	(IN)
	L	32	(IN)
*	M	48	(IN)
	N	2	(IN)
	O	46	(IN)
*	P	60	(IN)
*	Q	0.20	(%)
*	R	4.50	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.00	(%)
*	EE	2.40	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

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DEPARTMENT OF TRANSPORTATION

S 8TH ST & WHARTON ST, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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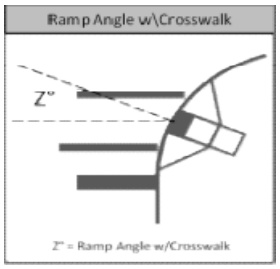
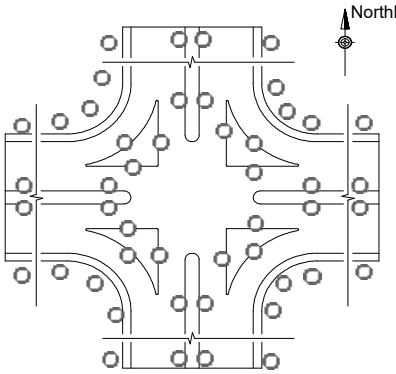
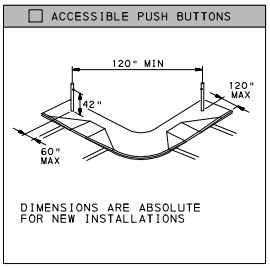
DEPARTMENT OF TRANSPORTATION

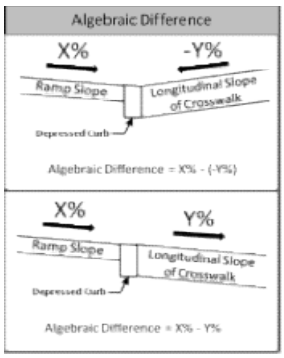
S 8TH ST & WHARTON ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2024	06	07			
Designer 1	ERIC LONG JJA					
Designer 2	- -					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.20	%	0.30	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	7.3			
Intersection Ramp # of #	3	8				
*Ramp Location (Use Figure Below)		07				
*Curb Ramp Type	Type 1					
*North Leg	S 8TH	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	WHARTON	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S 8TH	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	WHARTON	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S8THSt-WHARTONSt-S8THSt-WHARTONSt-2024-06-07-7-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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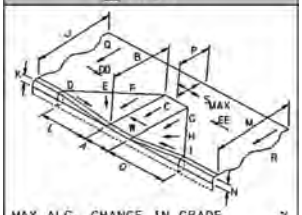
DEPARTMENT OF TRANSPORTATION

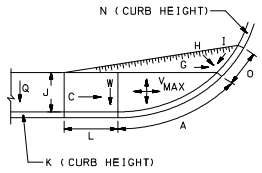
S 8TH ST & WHARTON ST, PennDOT Location ID # 7

☐ TYPE 1



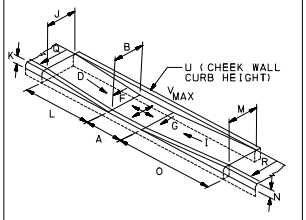
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



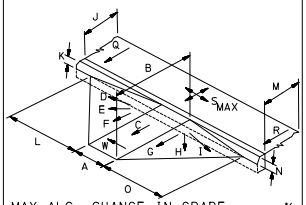
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



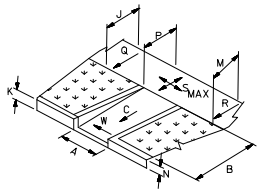
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



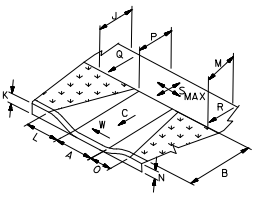
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



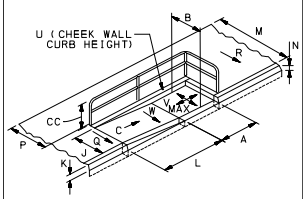
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



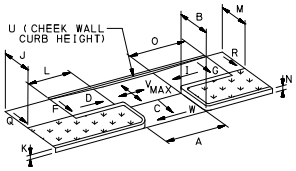
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



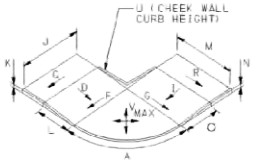
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



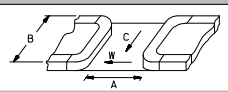
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

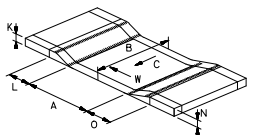
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	60	(IN)
*	C	5.10	(%)
*	D	8.00	(%)
	E	8.80	(%)
*	F	4.50	(%)
*	G	7.90	(%)
	H	9.90	(%)
*	I	8.90	(%)
*	J	48	(IN)
	K	3	(IN)
	L	36	(IN)
*	M	48	(IN)
	N	5	(IN)
	O	40	(IN)
*	P	82	(IN)
*	Q	4.80	(%)
*	R	9.10	(%)
*	S	3.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.40	(%)
*	EE	1.70	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

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S 8TH ST & WHARTON ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Wharton Street and 8th Street	Ramp 07

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3898

Submitter Information

Submitted By:	Anton Kuhner, P.E
***Submitter Company:**	McMahon, a Bowman company
Street Address	425 Commerce Drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	May 15, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	○ Yes	○ No
Pedestrian Trip Generators	○ Yes	○ No
Safety Concerns	○ Yes	○ No
R9-3A "No Peds" Signs	○ Yes	○ No
Existing Crosswalk	○ Yes	○ No
Existing Sidewalk	○ Yes	○ No
Existing Push Buttons	○ Yes	○ No

ADT

Location Identification

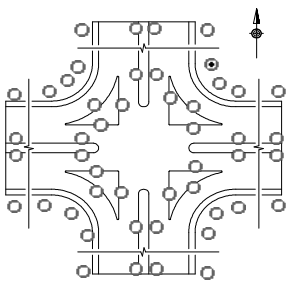
8th Street — **SR North - Segment*

8th Street — **SR South - Segment*

Wharton Street — **SR East - Segment*

Wharton Street — **SR West - Segment*

07 — Location #



Investigated design alternatives	Why alternative was not selected
1.) Shift ramp further North	TIF still required
2.) Shift ramp further South	Conflict with adjacent curb ramp
3.) Provide a pavement adjustment	TIF still required

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: maximum longitudinal ramp slope of 8.33% and a maximum landing slope of 2.00%. The ramp was designed with a maximum longitudinal ramp slope of 12.50% and a maximum landing slope of 6.10%.

ADA Review Committee Recommendation

☑ Approved ○ Denied

Sunil Gill 11/28/2023
ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved ○ Denied

Sunil Gill 11/28/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-8th Street-8th Street-Wharton Street-Wharton Street-7-45061*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Wharton Street and 8th Street	Ramp 07

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 curb ramp further to the north; however shifting the ramp further to the north would still require a TIF due to the steep sidewalk grades and the close proximity of a step at the corner. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 curb ramp further to the south; however, shifting the ramp further to the south would still require a TIF due to the steep sidewalk grades and the close proximity of a step at the corner. Furthermore, shifting the ramp to the south would create a conflict with the adjacent curb ramp. As a result of these considerations this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to provide a pavement adjustment; however, building up in front of the ramp would still require a TIF due to the steep sidewalk grades and the close proximity of a step at the corner. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum longitudinal ramp slope of 8.33% and a maximum landing slope of 2.00%. It is technically infeasible to meet these requirements due to the close proximity of a step and the steep sidewalk grades at the corner. The ramp was designed with a maximum longitudinal ramp slopes of 12.50% and a maximum landing area of 6.10%. This solution provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-8th Street-8th Street-Wharton Street-Wharton Street-*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

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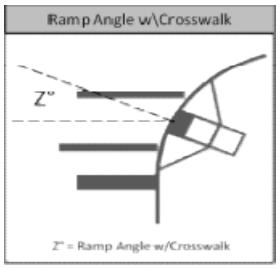
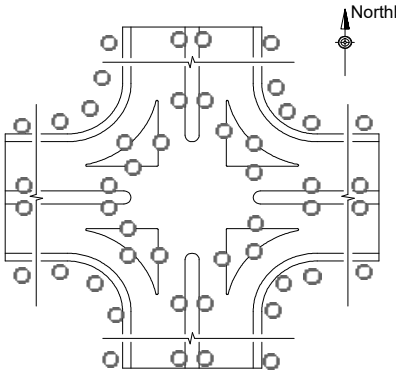
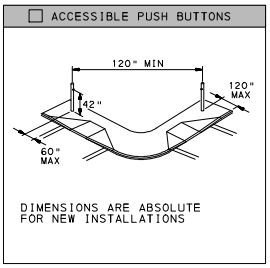
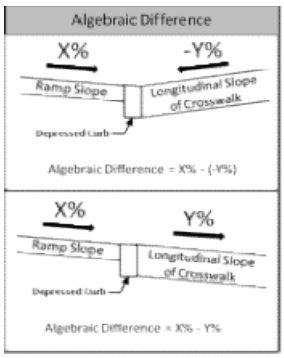
S 8TH ST & WHARTON ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2024	06	07		
Designer 1	ERIC LONG JJA				
Designer 2	- -				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	0.30	%	1.60	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	8.5		
Intersection Ramp # of #	5	8			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				
*North Leg	S 8TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	WHARTON	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	S 8TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	WHARTON	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S8THSt-WHARTONSt-S8THSt-WHARTONSt-2024-06-07-12-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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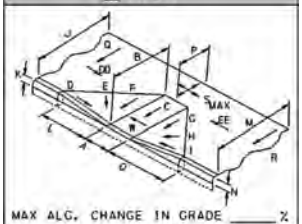
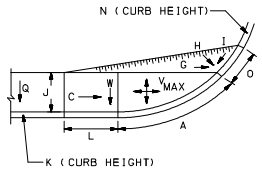
S 8TH ST & WHARTON ST, PennDOT Location ID # 12

☐ TYPE 1



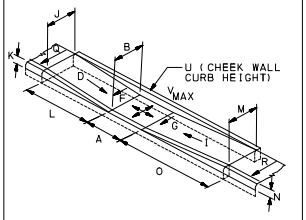
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



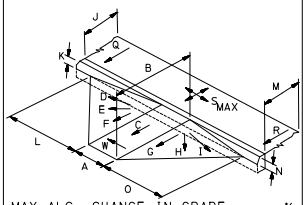
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



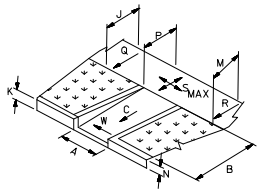
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



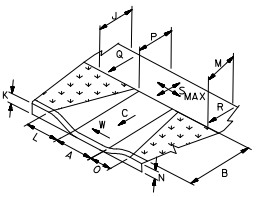
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



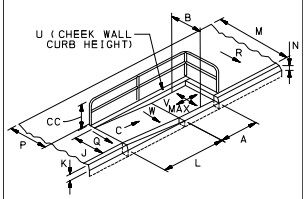
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



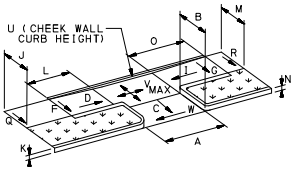
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



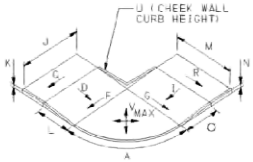
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



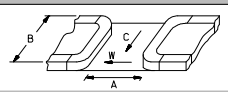
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

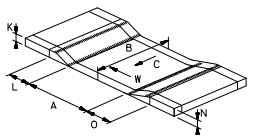
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	88	(IN)
*	C	8.20	(%)
*	D	4.80	(%)
	E	8.10	(%)
*	F	8.10	(%)
*	G	6.20	(%)
	H	4.70	(%)
*	I	3.00	(%)
*	J	48	(IN)
	K	3	(IN)
	L	50	(IN)
*	M	48	(IN)
	N	6	(IN)
	O	34	(IN)
*	P	48	(IN)
*	Q	5.90	(%)
*	R	3.40	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.80	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.60	(%)
*	EE	0.80	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

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S 8TH ST & WHARTON ST, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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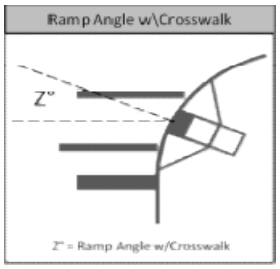
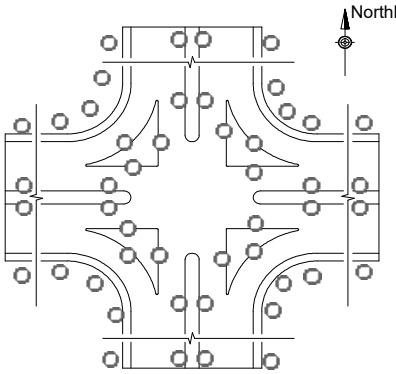
DEPARTMENT OF TRANSPORTATION

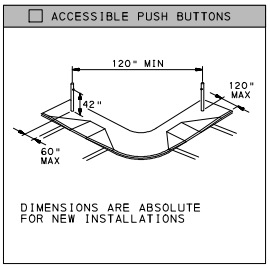
S 8TH ST & WHARTON ST, PennDOT Location ID # 19

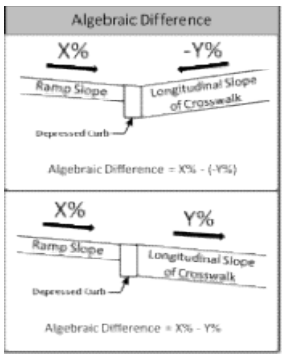
*Date of Design (yyyy mm dd)	2024	06	19		
Designer 1	ERIC LONG JJA				
Designer 2	- -				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.10	%	1.20	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		7	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	9.8		
Intersection Ramp # of #	8	8			
*Ramp Location (Use Figure Below)		19			
*Curb Ramp Type	Type 1				

*North Leg	S 8TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 8TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







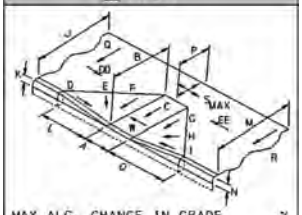


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-S8THSt-WHARTONSt-S8THSt-WHARTONSt-2024-06-19-19-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)		

pennsylvania
DEPARTMENT OF TRANSPORTATION

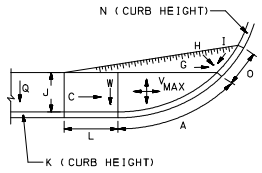
S 8TH ST & WHARTON ST, PennDOT Location ID # 19

☐ TYPE 1



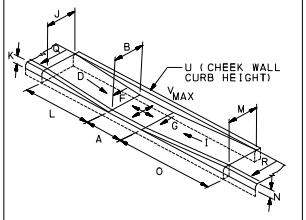
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



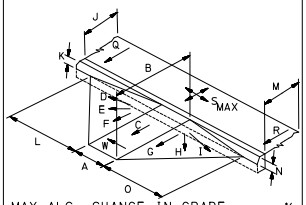
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



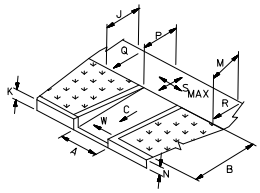
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



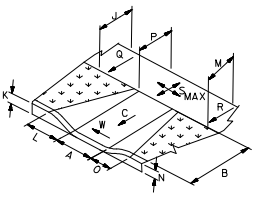
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



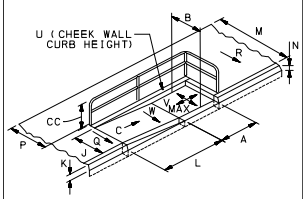
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



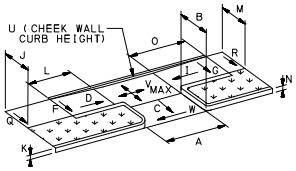
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



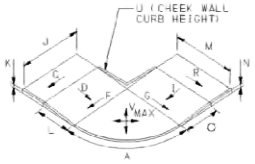
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



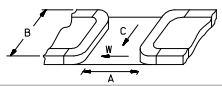
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

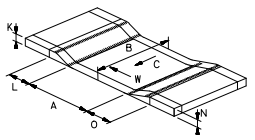
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	51	(IN)
*	C	8.70	(%)
*	D	6.40	(%)
	E	8.70	(%)
*	F	9.00	(%)
*	G	8.20	(%)
	H	11.10	(%)
*	I	7.90	(%)
*	J	75	(IN)
	K	5	(IN)
	L	40	(IN)
*	M	48	(IN)
	N	5	(IN)
	O	56	(IN)
*	P	48	(IN)
*	Q	4.40	(%)
*	R	5.40	(%)
*	S	5.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.20	(%)
*	EE	2.60	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments ▲

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DEPARTMENT OF TRANSPORTATION

S 8TH ST & WHARTON ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Wharton Street and 8th Street	Ramp 19

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3898

Submitter Information

Submitted By:	Anton Kuhner, P.E
***Submitter Company:**	McMahon, a Bowman company
Street Address	425 Commerce Drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	May 15, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	○ Yes	○ No
Pedestrian Trip Generators	○ Yes	○ No
Safety Concerns	○ Yes	○ No
R9-3A "No Peds" Signs	○ Yes	○ No
Existing Crosswalk	○ Yes	○ No
Existing Sidewalk	○ Yes	○ No
Existing Push Buttons	○ Yes	○ No

ADT

Location Identification

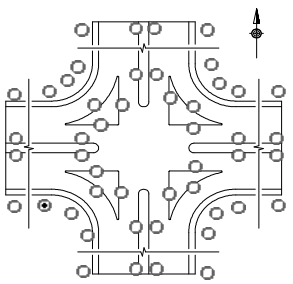
8th Street
**SR North - Segment*

8th Street
**SR South - Segment*

Wharton Street
**SR East - Segment*

Wharton Street
**SR West - Segment*

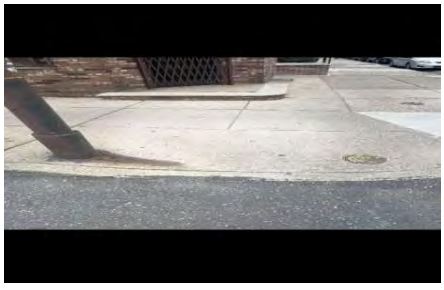
19
Location #

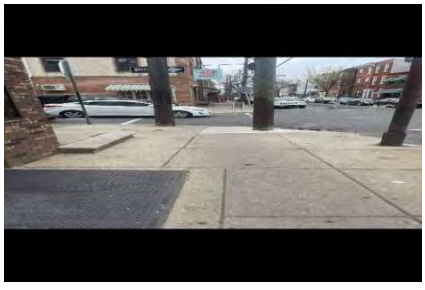


Investigated design alternatives	Why alternative was not selected
1.) Shift ramp further North	Stormwater inlet conflict
2.) Shift ramp further South	Conflict with catenary pole
3.) Extend ramp	TIF still required

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: a maximum longitudinal ramp slope of 8.33% and a maximum landing slope of 2.00%. The ramp was designed with a maximum longitudinal ramp slope of 9.50% and a maximum landing slope of 5.00%.





ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

Sunil Gill 11/28/2023
ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

Sunil Gill 11/28/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-8th Street-8th Street-Wharton Street-Wharton Street-19-45061*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Wharton Street and 8th Street	Ramp 19

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 curb ramp further to the west; however shifting the ramp further to the west would still require a TIF due to the close proximity of a step and the steep sidewalk grades at the corner. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 curb ramp further to the east; however, shifting the ramp further to the east would create a conflict with the existing gas valve at the corner. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to extend the ramp; however, extending the ramp would still require a TIF due to the close proximity of a step and the steep sidewalk grades at the corner. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum longitudinal ramp slope of 8.33% and a maximum landing slope of 2.00%. It is technically infeasible to meet these requirements due to the close proximity of a step and the steep sidewalk grades at the corner. The ramp was designed with a maximum longitudinal ramp slope of 9.50% and a maximum landing slope of 5.00%. This solution provides access to the maximum extent feasible.

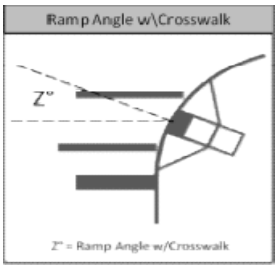
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-8th Street-8th Street-Wharton Street-Wharton Street-*

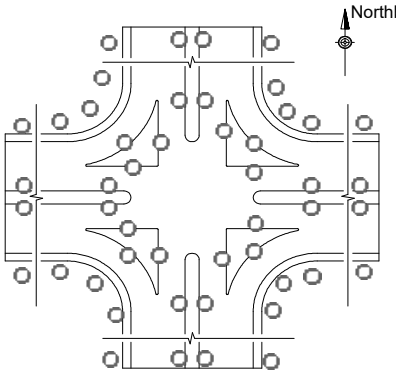
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

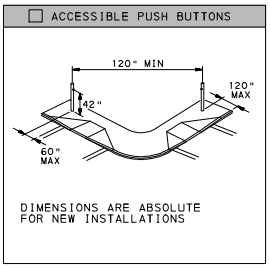
pennsylvania
DEPARTMENT OF TRANSPORTATION

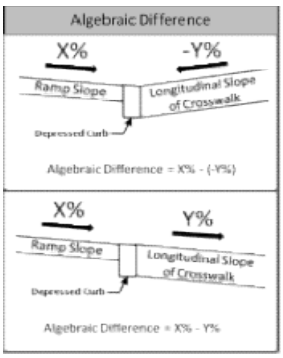
S 9TH ST & WHARTON ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2024	03	12			
Designer 1	Eric Long JJA					
Designer 2	Tyree Brown JJA					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Double Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.40	%	1.10	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		40	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	11.9			
Intersection Ramp # of #	1	3	see tif			
*Ramp Location (Use Figure Below)		02				
*Curb Ramp Type	Type 1					
*North Leg	S 9TH	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	WHARTON	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S 9TH	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	WHARTON	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES	
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S9THSt-WHARTONSt-S9THSt-WHARTONSt-2024-03-12-2-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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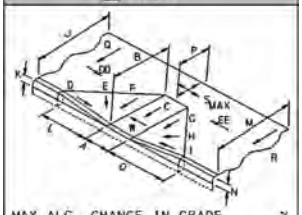
DEPARTMENT OF TRANSPORTATION

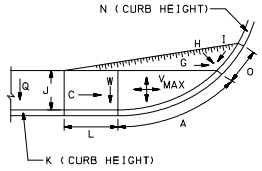
S 9TH ST & WHARTON ST, PennDOT Location ID # 2

☐ TYPE 1



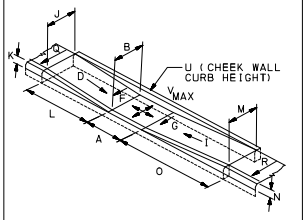
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



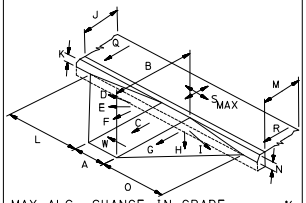
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



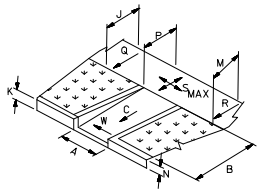
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



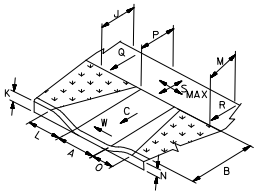
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



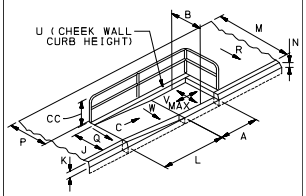
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



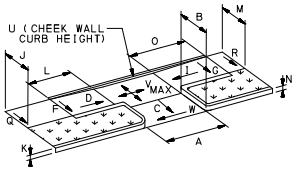
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



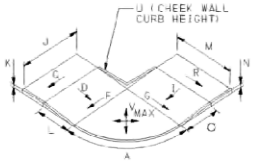
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



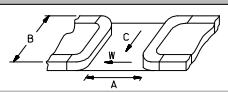
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

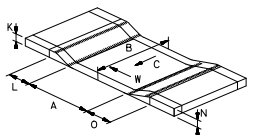
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	60	(IN)
*	B	77	(IN)
*	C	8.70	(%)
*	D	4.90	(%)
	E	8.90	(%)
*	F	9.20	(%)
*	G	10.20	(%)
	H	10.20	(%)
*	I	8.10	(%)
*	J	60	(IN)
	K	2	(IN)
	L	52	(IN)
*	M	75	(IN)
	N	3	(IN)
	O	42	(IN)
*	P	50	(IN)
*	Q	2.00	(%)
*	R	3.90	(%)
*	S	3.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.90	(%)
*	X	60	(IN)
*	Y	120	(IN)
*	YY	120	(IN)
*	Z	48	(IN)
*	ZZ	999	(IN) -
*	AA	999	(IN) -
*	BB	999	(IN) -
	CC		(IN)
*	DD	1.00	(%)
*	EE	4.00	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

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S 9TH ST & WHARTON ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Wharton Street and 9th Street	Ramp 03

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3898

Submitter Information

Submitted By:	Anton Kuhner, P.E
***Submitter Company:**	McMahon, a Bowman company
Street Address	425 Commerce Drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	May 17, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	◉ Yes	○ No
Pedestrian Trip Generators	○ Yes	◉ No
Safety Concerns	○ Yes	◉ No
R9-3A "No Peds" Signs	○ Yes	◉ No
Existing Crosswalk	◉ Yes	○ No
Existing Sidewalk	◉ Yes	○ No
Existing Push Buttons	○ Yes	◉ No
ADT		

Location Identification

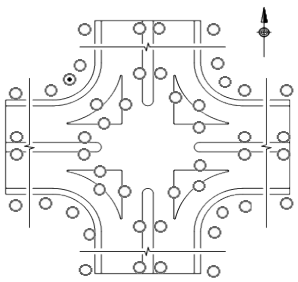
9th Street
**SR North - Segment*

9th Street
**SR South - Segment*

Wharton Street
**SR East - Segment*

Wharton Street
**SR West - Segment*

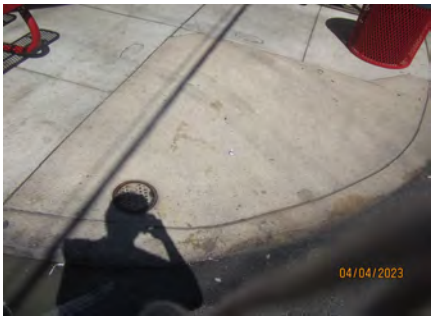
03
Location #



Investigated design alternatives	Why alternative was not selected
1.) Shift ramp further West	Utility valves conflict; column conflict
2.) Shift ramp further East	TIF stil required; curbline slopes decrease in this direction
3.) Extend ramp	Column/Building conflict

Alternative selected and description of what requirement is not met

A diagonal type 1 curb ramp is designed at this location. The following requirement(s) are not met: a single ramp per crossing, a maximum longitudinal ramp slope of 8.33%, a maximum DWS transition strip of 5.00%, a maximum landing slope of 2.00%, and a maximum turning area in the road of 2.00%. The ramp was designed with a maximum longitudinal ramp slope of 11.00%, a DWS transition strip of 9.50%, a maximum landing slope of 5.00%, and maximum turning area in the road of 3.40%.



ADA Review Committee Recommendation

☑ Approved ○ Denied

2/16/2024
ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved ○ Denied

Sunil Gill 2/16/2024
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-9th Street-9th Street-Wharton Street-Wharton Street-3-45063*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Wharton Street and 9th Street	Ramp 03

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 curb ramp further to the west; however shifting the ramp further to the west would create a conflict with the existing utility valves and columns at the corner. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 curb ramp further to the east; however, shifting the ramp further to the east would still require a TIF due to the curbline slopes decreasing in this direction. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to extend the ramp; however, extending the ramp would create a conflict with the existing building/column at the corner. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum longitudinal ramp slope of 8.33%, a maximum DWS transition strip of 5.00%, a maximum landing slope of 2.00%, and a maximum turning area in roadway of 2.00%. It is technically infeasible to meet these requirements due to the close proximity of the columns/building at the corner and the steep sidewalk grades. The ramp was designed with a maximum longitudinal ramp slope of 11.00%, a maximum DWS transition strip of 9.25%, a maximum landing slope of 5.00%, and a maximum turning area in teh roadway of 3.40%. Also a digaonal ramp has been deesigned at this location. This solution provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-9th Street-9th Street-Wharton Street-Wharton Street-*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

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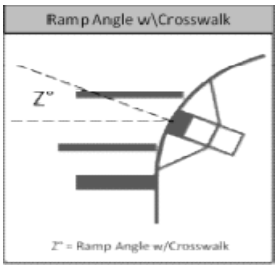
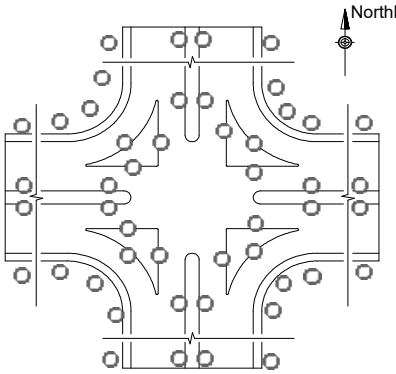
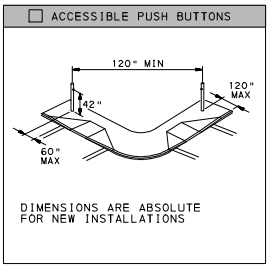
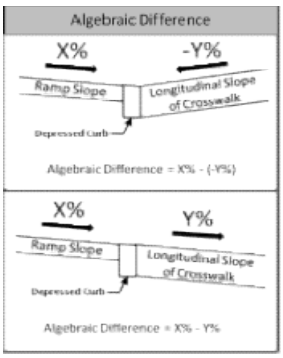
S 9TH ST & WHARTON ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2024	02	09		
Designer 1	ERIC LONG JJA				
Designer 2	- -				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	3.90	%	1.10	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	11.9		
Intersection Ramp # of #	8	8			
*Ramp Location (Use Figure Below)		19			
*Curb Ramp Type	Type 1				
*North Leg	S 9TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	WHARTON	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	S 9TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	WHARTON	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-S9THSt-WHARTONSt-S9THSt-WHARTONSt-2024-02-09-19-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

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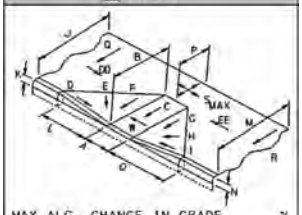
DEPARTMENT OF TRANSPORTATION

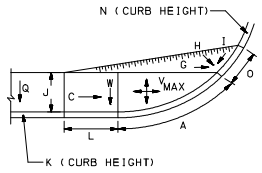
S 9TH ST & WHARTON ST, PennDOT Location ID # 19

☐ TYPE 1



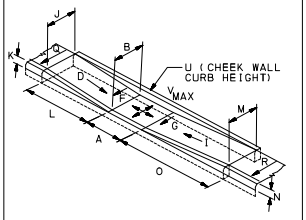
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



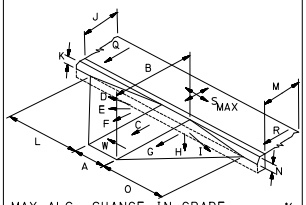
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



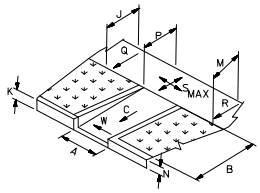
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



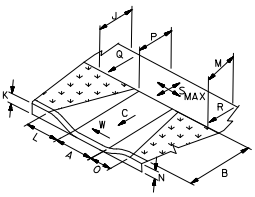
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



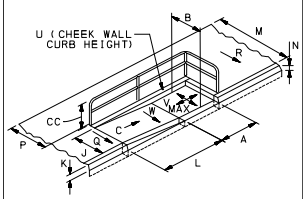
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



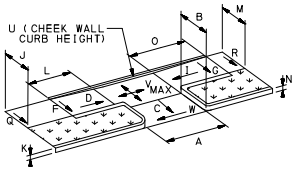
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



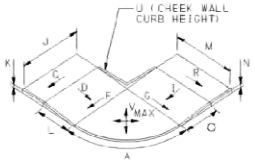
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



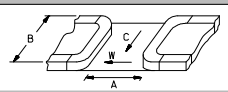
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

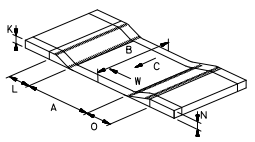
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	72	(IN)	
*	C	8.00	(%)	
*	D	9.90	(%)	
	E	999	(%)	-
*	F	8.20	(%)	
*	G	6.10	(%)	
	H	8.00	(%)	
*	I	8.80	(%)	
*	J	60	(IN)	
	K	6	(IN)	
	L	52	(IN)	
*	M	100	(IN)	
	N	3	(IN)	
	O	48	(IN)	
*	P	48	(IN)	
*	Q	1.10	(%)	
*	R	0.10	(%)	
*	S	1.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	48	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	5.70	(%)	
*	EE	3.30	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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S 9TH ST & WHARTON ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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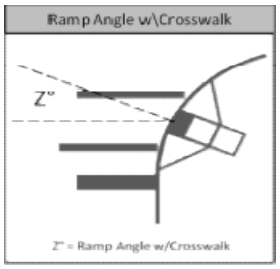
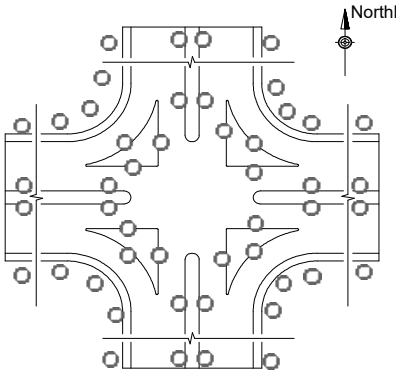
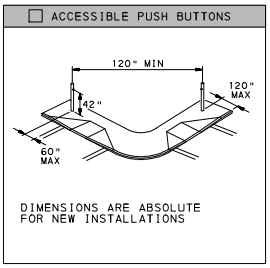
DEPARTMENT OF TRANSPORTATION

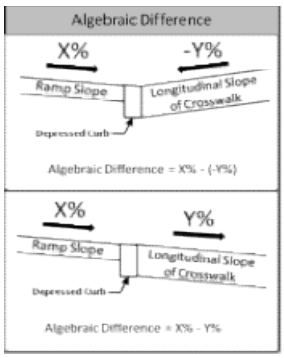
E PASSYUNK AVE & WHARTON ST, PennDOT
Location ID # 2

*Date of Design (yyyy mm dd)	2024	02	09			
Designer 1	ERIC LONG JJA					
Designer 2	- -					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Ex-Surveyed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.50	%	0.10	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		14	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	7.6			
Intersection Ramp # of #	1	8				
*Ramp Location (Use Figure Below)	02					
*Curb Ramp Type	Type 1					
*North Leg	WHARTON	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	E PASSYUNK	(segment)	(offset)			
*East Leg Desc.	Ave					
*South Leg	WHARTON	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	E PASSYUNK	(segment)	(offset)			
*West Leg Desc.	Ave					
Ramp Coordinates	Latitude					
	Longitude					







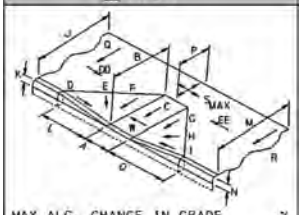


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-WHARTONSt-EPASSYUNKAve-WHARTONSt-EPASSYUNKAve-2024-02-09-2-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

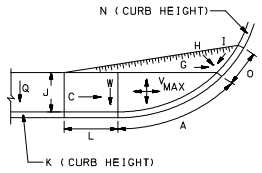
E PASSYUNK AVE & WHARTON ST, PennDOT
Location ID # 2

☐ TYPE 1



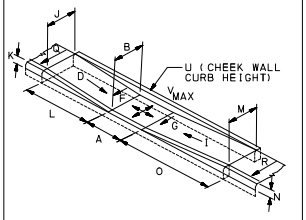
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



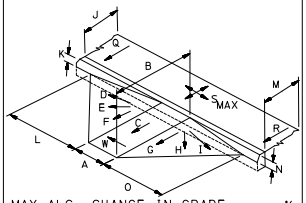
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



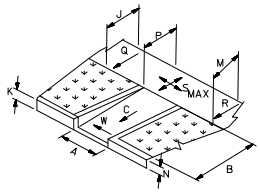
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



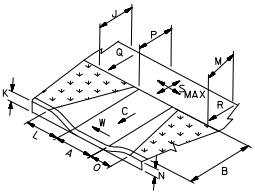
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



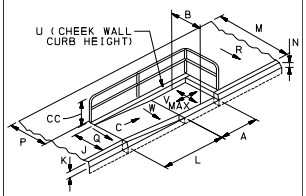
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



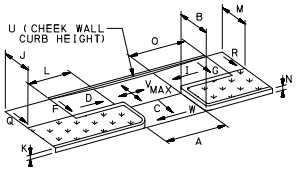
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



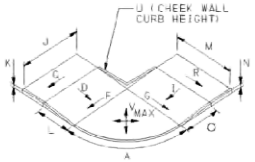
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



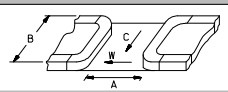
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

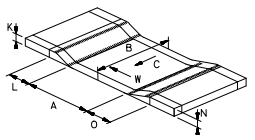
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	62	(IN)
*	C	4.10	(%)
*	D	5.50	(%)
	E	9.20	(%)
*	F	5.80	(%)
*	G	6.80	(%)
	H	8.80	(%)
*	I	6.00	(%)
*	J	75	(IN)
	K	3	(IN)
	L	76	(IN)
*	M	65	(IN)
	N	4	(IN)
	O	72	(IN)
*	P	48	(IN)
*	Q	0.40	(%)
*	R	1.90	(%)
*	S	1.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.40	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.80	(%)
*	EE	0.70	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

C-06-101-60000-WHARTONSt-EPASSYUNKAve-WHARTONSt-EPASSYUNKAve-2024-02-09-2-Type1

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DEPARTMENT OF TRANSPORTATION

E PASSYUNK AVE & WHARTON ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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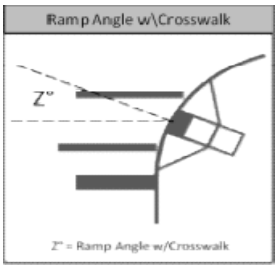
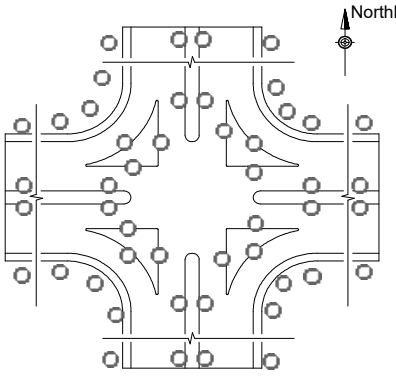
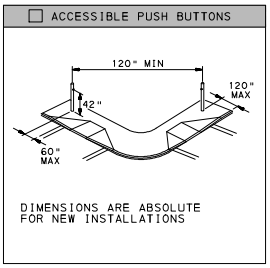
DEPARTMENT OF TRANSPORTATION

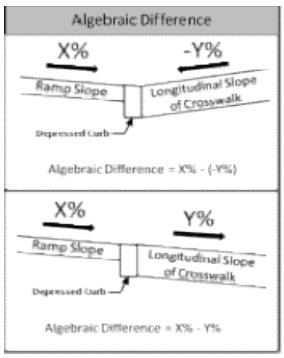
E PASSYUNK AVE & WHARTON ST, PennDOT
Location ID # 4

*Date of Design (yyyy mm dd)	2024	02	09		
Designer 1	ERIC LONG JJA				
Designer 2	- -				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Ex-Surveyed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	3.70	%	1.40	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		7	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	9.1		
Intersection Ramp # of #	2	8			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				
*North Leg	WHARTON	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	E PASSYUNK	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	WHARTON	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	E PASSYUNK	(segment)	(offset)		
*West Leg Desc.	Ave				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-WHARTONSt-EPASSYUNKAve-WHARTONSt-EPASSYUNKAve-2024-02-09-4-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

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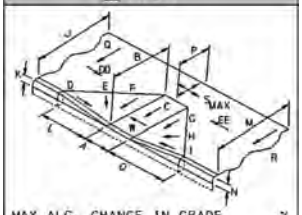
DEPARTMENT OF TRANSPORTATION

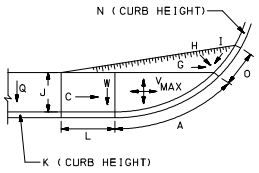
E PASSYUNK AVE & WHARTON ST, PennDOT
Location ID # 4

☐ TYPE 1



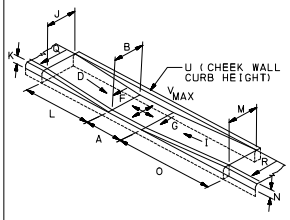
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



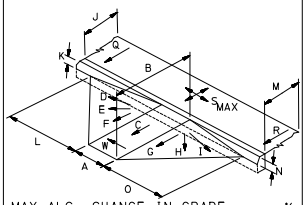
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



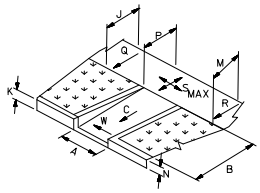
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



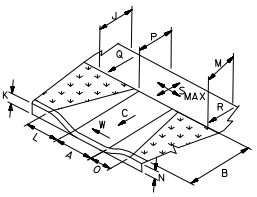
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



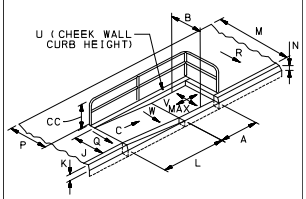
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



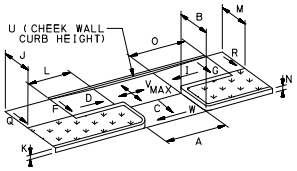
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



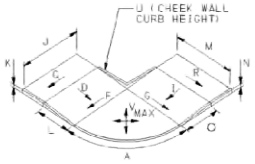
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



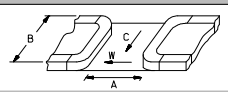
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

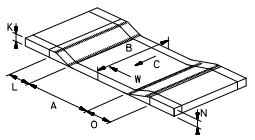
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	78	(IN)
*	C	5.40	(%)
*	D	6.10	(%)
	E	7.70	(%)
*	F	7.60	(%)
*	G	5.60	(%)
	H	5.70	(%)
*	I	2.30	(%)
*	J	75	(IN)
	K	3	(IN)
	L	82	(IN)
*	M	65	(IN)
	N	2	(IN)
	O	60	(IN)
*	P	48	(IN)
*	Q	0.40	(%)
*	R	1.90	(%)
*	S	1.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	144	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.80	(%)
*	EE	0.70	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

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DEPARTMENT OF TRANSPORTATION

E PASSYUNK AVE & WHARTON ST, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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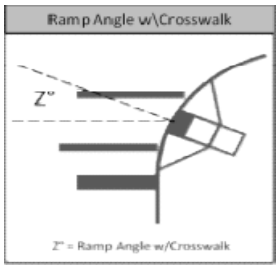
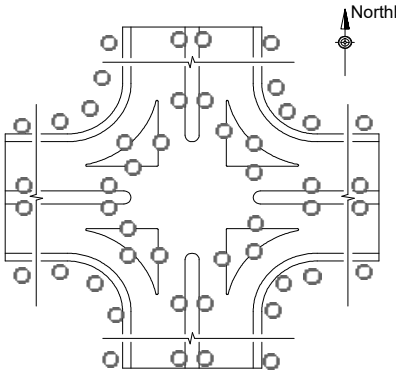
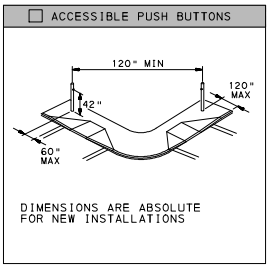
DEPARTMENT OF TRANSPORTATION

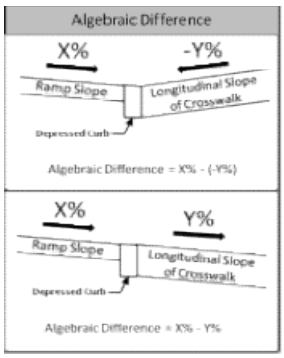
E PASSYUNK AVE & WHARTON ST, PennDOT
Location ID # 12

*Date of Design (yyyy mm dd)	2024	06	07		
Designer 1	ERIC LONG JJA				
Designer 2	- -				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	2.20	%	1.00	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		12	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	13.3		
Intersection Ramp # of #	4	7			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				
*North Leg	E PASSYUNK	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	WHARTON	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	E PASSYUNK	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	WHARTON	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







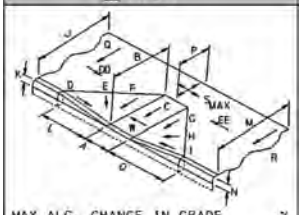


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-EPASSYUNKAve-WHARTONSt-EPASSYUNKAve-WHARTONSt-2024-06-07-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

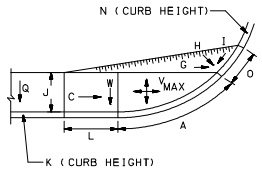
E PASSYUNK AVE & WHARTON ST, PennDOT
Location ID # 12

☐ TYPE 1



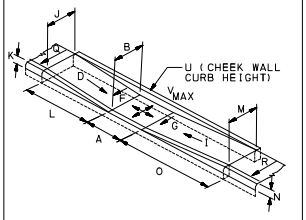
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



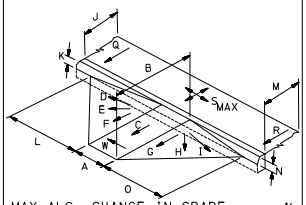
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



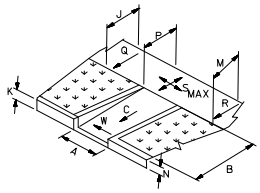
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



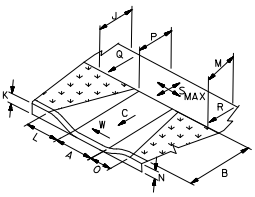
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



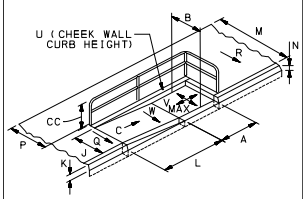
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



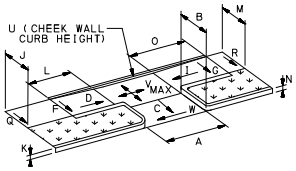
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



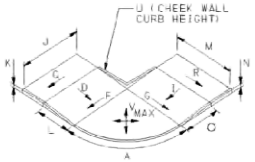
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



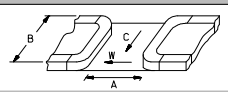
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

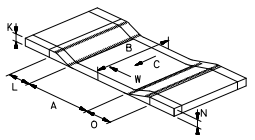
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	64	(IN)
*	C	10.40	(%)
*	D	6.80	(%)
	E	11.50	(%)
*	F	9.20	(%)
*	G	9.90	(%)
	H	7.40	(%)
*	I	4.20	(%)
*	J	60	(IN)
	K	3	(IN)
	L	70	(IN)
*	M	48	(IN)
	N	6	(IN)
	O	50	(IN)
*	P	60	(IN)
*	Q	3.60	(%)
*	R	7.40	(%)
*	S	3.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.80	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN) -
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.60	(%)
*	EE	1.00	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

C-06-101-60000-EPASSYUNKAve-WHARTONSt-EPASSYUNKAve-WHARTONSt-2024-06-07-12-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

E PASSYUNK AVE & WHARTON ST, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Wharton Street and Passyunk Avenue	Ramp 12

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3898

Submitter Information

Submitted By:	Anton Kuhner, P.E
***Submitter Company:**	McMahon, a Bowman company
Street Address	425 Commerce Drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	May 17, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	○ Yes	○ No
Pedestrian Trip Generators	○ Yes	○ No
Safety Concerns	○ Yes	○ No
R9-3A "No Peds" Signs	○ Yes	○ No
Existing Crosswalk	○ Yes	○ No
Existing Sidewalk	○ Yes	○ No
Existing Push Buttons	○ Yes	○ No
ADT		

Location Identification

Northbound

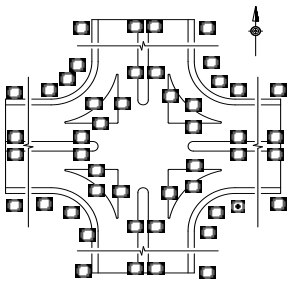
Passyunk Avenue
**SR North - Segment*

Passyunk Avenue
**SR South - Segment*

Wharton Street
**SR East - Segment*

Wharton Street
**SR West - Segment*

12
Location #



Investigated design alternatives	Why alternative was not selected
1.) Shift ramp further West	Stormwater inlet conflict
2.) Shift ramp further East	Utility valve and utility pole conflict
3.) Extend ramp	Conflict with adjacent curb ramp

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: maximum longitudinal ramp slope of 8.33%, and a maximum landing slope of 2.00%. The ramp was designed with a maximum longitudinal ramp slope of 10.49%, and a maximum landing area slope of 8.01%.

ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

Marie Vazquez 10.18.23
ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

Sunil Gill 10/19/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Passyunk Avenue-Passyunk Avenue-Wharton Street-Wharton Street-*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Wharton Street and Passyunk Avenue	Ramp 12

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 curb ramp further to the west; however shifting the ramp further to the west would create a conflict with the existing stormwater inlet at the corner. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 curb ramp further to the east; however, shifting the ramp further to the east would create conflicts with a utility valve and utility pole at the corner. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to extend the ramp; however, extending the ramp will create a conflict with the adjacent curb ramp at the corner. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum longitudinal ramp slope of 8.33% and a maximum landing slope of 2.00%. It is technically infeasible to meet these requirements due to the the close proximity of a building at the corner and the steep sidewalk grades. The ramp was designed with a maximum longitudinal ramp slope of 10.49%, and a maximum landing area slope of 8.01%. This solution provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Passyunk Avenue-Passyunk Avenue-Wharton Street-*

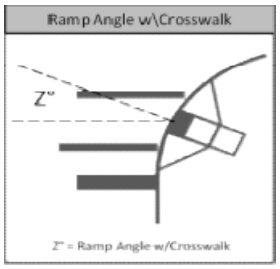
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

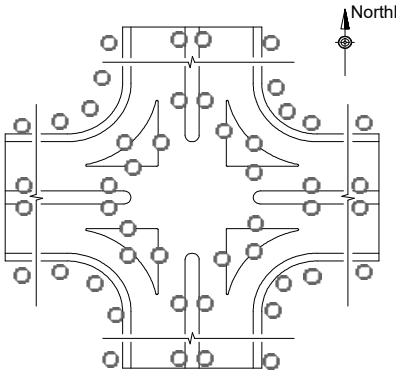
pennsylvania
DEPARTMENT OF TRANSPORTATION

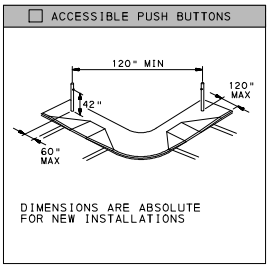
E PASSYUNK AVE & WHARTON ST, PennDOT
Location ID # 17

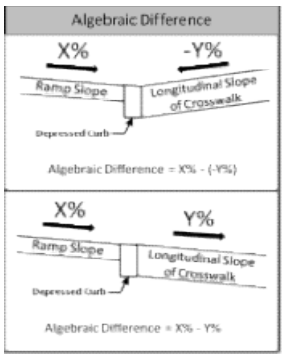
*Date of Design (yyyy mm dd)	2024	06	07		
Designer 1	ERIC LONG JJA				
Designer 2	- -				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	0.20	%	1.50	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		6	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	5.8		
Intersection Ramp # of #	6	7			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 1				

*North Leg	E PASSYUNK	(segment)	(offset)
*North Leg Desc.	Ave		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	E PASSYUNK	(segment)	(offset)
*South Leg Desc.	Ave		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







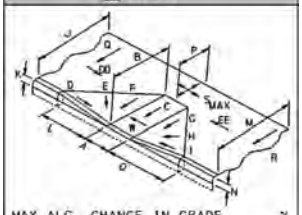


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-EPASSYUNKAve-WHARTONSt-EPASSYUNKAve-WHARTONSt-2024-06-07-17-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

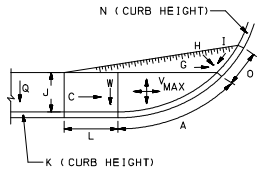
E PASSYUNK AVE & WHARTON ST, PennDOT
Location ID # 17

☐ TYPE 1



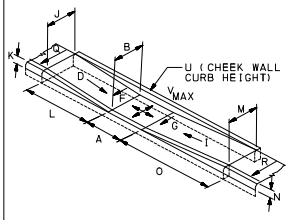
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



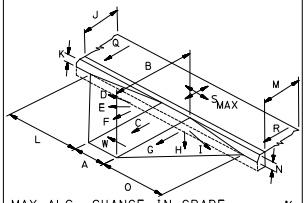
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



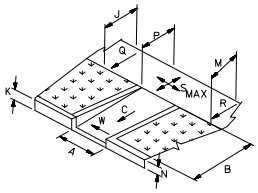
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



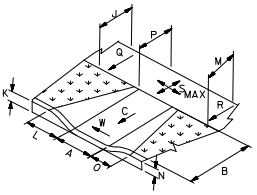
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



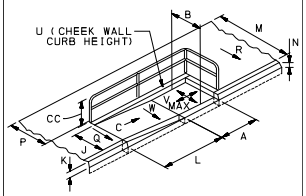
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



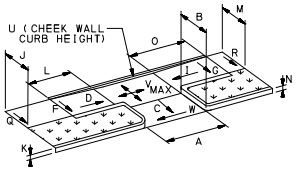
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



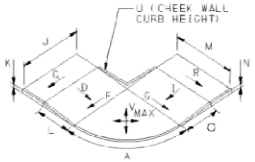
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



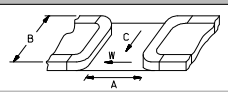
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

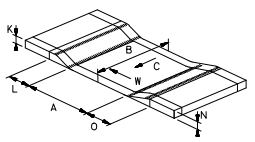
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	68	(IN)
*	C	5.60	(%)
*	D	5.80	(%)
	E	5.50	(%)
*	F	5.70	(%)
*	G	5.70	(%)
	H	10.40	(%)
*	I	11.40	(%)
*	J	48	(IN)
	K	6	(IN)
	L	46	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	32	(IN)
*	P	64	(IN)
*	Q	2.70	(%)
*	R	2.20	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.00	(%)
*	EE	1.20	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

C-06-101-60000-EPASSYUNKAve-WHARTONSt-EPASSYUNKAve-WHARTONSt-2024-06-07-17-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

E PASSYUNK AVE & WHARTON ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Wharton Street and Passyunk Avenue	Ramp 17

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3898

Submitter Information

Submitted By:	Anton Kuhner, P.E
***Submitter Company:**	McMahon, a Bowman company
Street Address	425 Commerce Drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	May 17, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	● Yes	○ No
Pedestrian Trip Generators	○ Yes	● No
Safety Concerns	○ Yes	● No
R9-3A "No Peds" Signs	○ Yes	● No
Existing Crosswalk	● Yes	○ No
Existing Sidewalk	● Yes	○ No
Existing Push Buttons	○ Yes	● No

ADT

Location Identification

Northbound

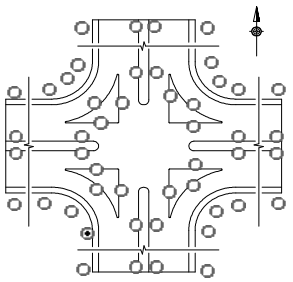
Passyunk Avenue
**SR North - Segment*

Passyunk Avenue
**SR South - Segment*

Wharton Street
**SR East - Segment*

Wharton Street
**SR West - Segment*

17
Location #



Investigated design alternatives	Why alternative was not selected
1.) Shift ramp further North	Conflict with adjacent curb ramp
2.) Shift ramp further South	Stormwater inlet conflict
3.) Build up at pavement adjustment	TIF still required

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: a maximum flare slope of 10.00%. The ramp was designed with a maximum flare slope of 13.16%.

ADA Review Committee Recommendation

☑ Approved
○ Denied

Minna Marie Vaghese 10.18.23
ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved
○ Denied

Sunil Gill 10/19/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Passyunk Avenue-Passyunk Avenue-Wharton Street-Wharton Street*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Wharton Street and Passyunk Avenue	Ramp 17

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 curb ramp further to the north; however shifting the ramp further to the north would create a conflict with the adjacent curb ramp. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 curb ramp further to the south; however, shifting the ramp further to the south would create a conflict with the existing stormwater inlet at the corner. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to build up at the pavement adjustment; however, building up at the pavement adjustment would still requrie a TIF. Furthermore, maintaining the existing drainage patterns would result in minimal build up at the flares. As a result of these considerations this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum flare slope of 10.00%. It is technically infeasible to meet this requirement due to positioning the two curb ramps between the existing stormwater inlets at the corner. The ramp was designed with a maximum flare slope of 13.16%. This solution provides access to the maximum extent feasible.

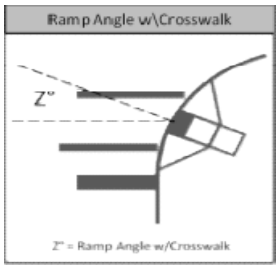
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Passyunk Avenue-Passyunk Avenue-Wharton Street*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

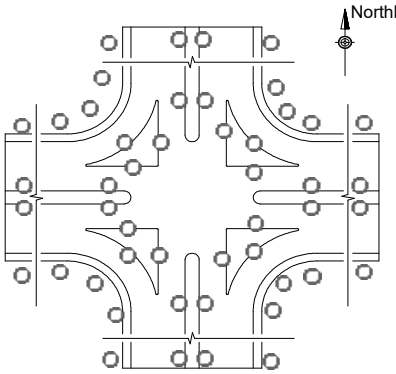
pennsylvania
DEPARTMENT OF TRANSPORTATION

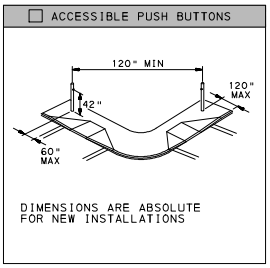
S WARNOCK ST & WHARTON ST, PennDOT
Location ID # 14

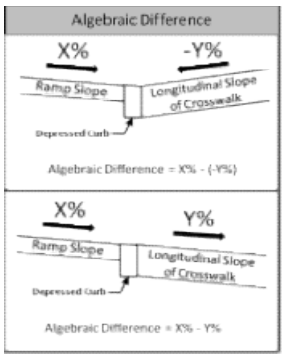
*Date of Design (yyyy mm dd)	2024	02	09		
Designer 1	ERIC LONG JJA				
Designer 2	- -				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Ex-Surveyed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	1.60	%	1.50	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	2.7		
Intersection Ramp # of #	2	2			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 2				

*North Leg	WHARTON	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	S WARNOCK	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	WHARTON	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	S WARNOCK	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-WHARTONSt-SWARNOCKSt-WHARTONSt-SWARNOCKSt-2024-02-09-14-Type2		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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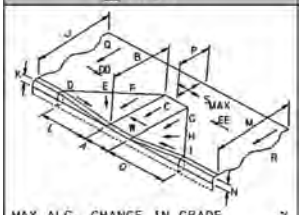
DEPARTMENT OF TRANSPORTATION

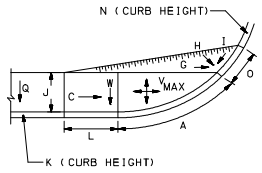
S WARNOCK ST & WHARTON ST, PennDOT
Location ID # 14

☐ TYPE 1



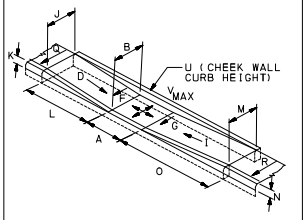
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



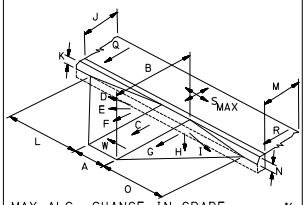
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



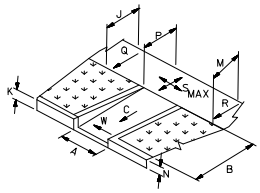
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



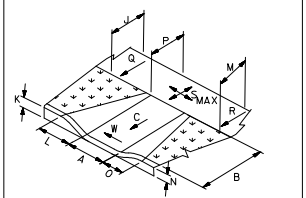
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



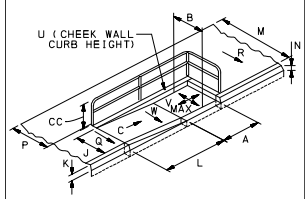
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



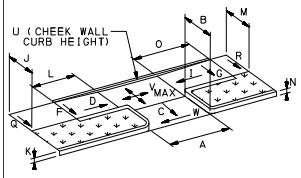
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



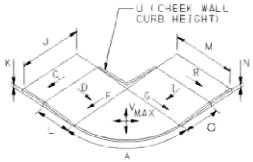
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



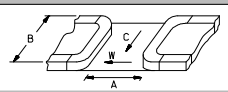
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

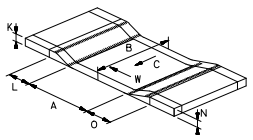
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	60	(IN)	
*	B	64	(IN)	
*	C		(%)	
*	D	6.80	(%)	
	E		(%)	
*	F	0.10	(%)	
*	G	0.50	(%)	
	H		(%)	
*	I	7.50	(%)	
*	J	128	(IN)	
	K	6	(IN)	
	L	46	(IN)	
*	M	64	(IN)	
	N	4	(IN)	
	O	120	(IN)	
*	P		(IN)	
*	Q	1.60	(%)	
*	R	3.30	(%)	
*	S		(%)	
	T		(IN)	
	U	10	(IN)	
*	V	1.00	(%)	
*	W		(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	-
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD		(%)	
*	EE		(%)	

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

C-06-101-60000-WHARTONSt-SWARNOCKSt-WHARTONSt-SWARNOCKSt-2024-02-09-14-Type2

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DEPARTMENT OF TRANSPORTATION

S WARNOCK ST & WHARTON ST, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

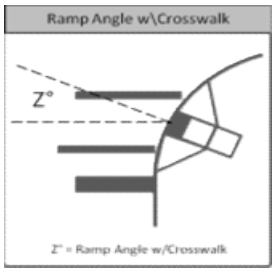
Insert Picture 3

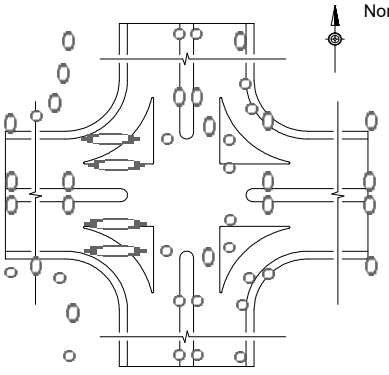
Insert Picture 6

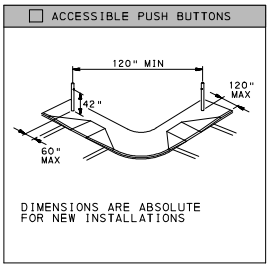
pennsylvania DEPARTMENT OF TRANSPORTATION

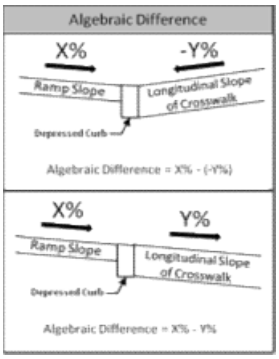
S 11TH ST & WHARTON ST, PennDOT Location ID # 13

*Date of Design (yyyy mm dd)	2024	06	07		
Designer 1	ERIC LONG JJA				
Designer 2	- -				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	1				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Double Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Traffic Signal	
Longitudinal / Cross slope in Front of Ramp	0.50	%	1.80	%	
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		53	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	9.0		
Intersection Ramp # of #	1	1			
*Ramp Location (Use Figure Below)		13			
*Curb Ramp Type	Type 1				
*North Leg	S 11TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	WHARTON	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	S 11TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	WHARTON	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







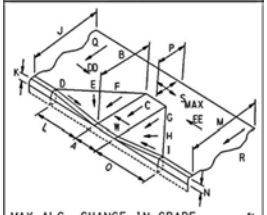


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S11THSt-WHARTONSt-S11THSt-WHARTONSt-2024-06-07-13-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

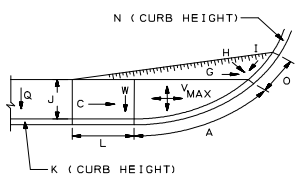
S 11TH ST & WHARTON ST, PennDOT Location ID # 13

☐ TYPE 1



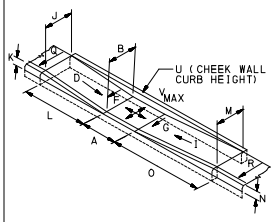
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



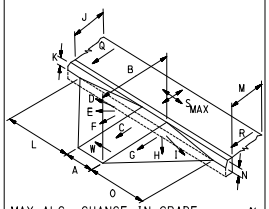
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



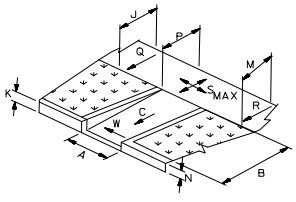
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



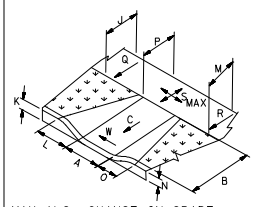
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



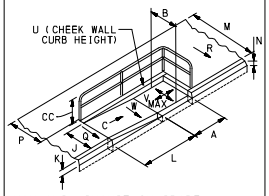
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



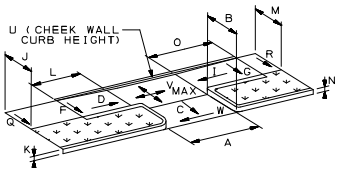
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



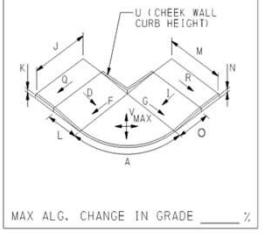
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



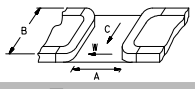
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

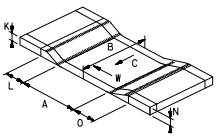
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	60	(IN)
*	B	86	(IN)
*	C	8.50	(%)
*	D	3.60	(%)
	E	7.20	(%)
*	F	9.00	(%)
*	G	8.10	(%)
	H	8.20	(%)
*	I	7.20	(%)
*	J	60	(IN)
	K	4	(IN)
	L	64	(IN)
*	M	60	(IN)
	N	4	(IN)
	O	64	(IN)
*	P	70	(IN)
*	Q	4.50	(%)
*	R	4.40	(%)
*	S	3.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X	999	(IN)
*	Y	999	(IN)
*	YY	999	(IN)
*	Z	999	(IN)
*	ZZ	999	(IN)
*	AA	999	(IN)
*	BB	999	(IN)
	CC		(IN)
*	DD	0.50	(%)
*	EE	0.70	(%)

Comments

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

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DEPARTMENT OF TRANSPORTATION

S 11TH ST & WHARTON ST, PennDOT Location ID # 13

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Wharton Street and 11th Street	Ramp 13

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3898

Submitter Information

Submitted By:	Anton Kuhner, P.E
***Submitter Company:**	McMahon, a Bowman company
Street Address	425 Commerce Drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	May 17, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	● Yes	○ No
Pedestrian Trip Generators	○ Yes	● No
Safety Concerns	○ Yes	● No
R9-3A "No Peds" Signs	○ Yes	● No
Existing Crosswalk	● Yes	○ No
Existing Sidewalk	● Yes	○ No
Existing Push Buttons	○ Yes	● No
ADT		

Location Identification

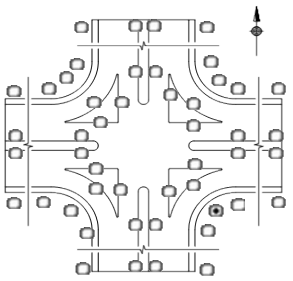
11th Street
**SR North - Segment*

11th Street
**SR South - Segment*

Wharton Street
**SR East - Segment*

Wharton Street
**SR West - Segment*

13
Location #



Investigated design alternatives	Why alternative was not selected
1.) Shift ramp further West	Stormwater inlet conflict
2.) Shift ramp further East	Traffic signal support and utility pole conflict
3.) Extend ramp	Existing step conflict

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: a maximum longitudinal ramp slope of 8.33%, a maximum landing slope of 2.00%, and a maximum DWS transition strip of 5.00%. The ramp was designed with a maximum longitudinal ramp slope of 9.62%, a maximum DWS transition strip of 8.00% and a maximum landing slope of 3.50%.

ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

Minnu Marie Varghese 10.18.23
ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

Sunil Gill 10/19/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-11th Street-11th Street-Wharton Street-Wharton Street-13-45063*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Wharton Street and 11th Street	Ramp 13

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 curb ramp further to the west; however shifting the ramp further to the west would create a conflict with the existing stormwater inlet at the corner. Furthermore, curbline slopes decrease in this direction. As a result of these considerations this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 curb ramp further to the east; however, shifting the ramp further to the east would create a conflict with the existing traffic signal support and utility pole at the corner. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to extend the ramp; however, extending the ramp would create a conflict with the existing step at the corner. The ramp design is constrained between the existing stormwater inlets and utility poles at the corner. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum longitudinal ramp slope of 8.33%, a maximum DWS transition strip of 5.00%, and a maximum landing slope of 2.00%. It is technically infeasible to meet these requirements due to the stormwater inlets and utility poles at the corner as well as the steep sidewalk grades. The ramp was designed with a maximum longitudinal ramp slope of 9.26%, a maximum DWS transition strip of 8.00%, and a maximum landing slope of 3.50%. This solution provides access to the maximum extent feasible.

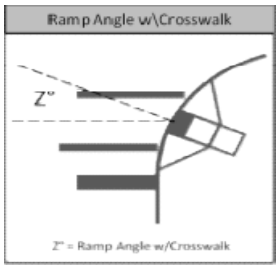
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-11th Street-11th Street-Wharton Street-Wharton Stre*

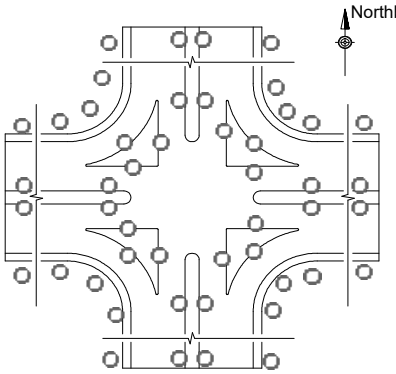
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

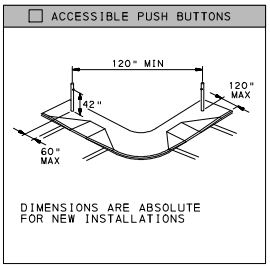
pennsylvania
DEPARTMENT OF TRANSPORTATION

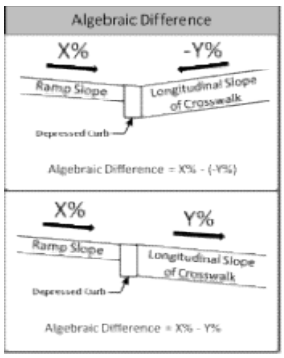
S 4TH ST & WHARTON ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2024	02	09			
Designer 1	ERIC LONG JJA					
Designer 2	- -					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Ex-Surveyed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.40	%	1.30	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		9	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	13.3			
Intersection Ramp # of #	1	6				
*Ramp Location (Use Figure Below)		02				
*Curb Ramp Type	Type 1					
*North Leg	S 4TH	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	WHARTON	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S 4TH	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	WHARTON	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S4THSt-WHARTONSt-S4THSt-WHARTONSt-2024-02-09-2-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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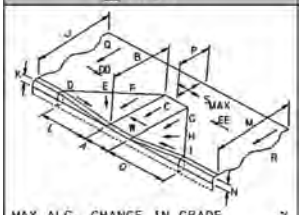
DEPARTMENT OF TRANSPORTATION

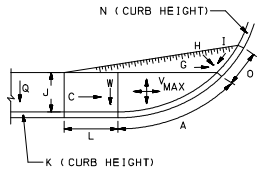
S 4TH ST & WHARTON ST, PennDOT Location ID # 2

☐ TYPE 1



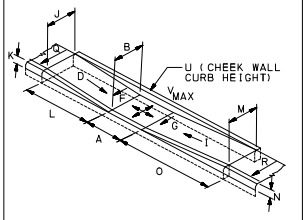
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



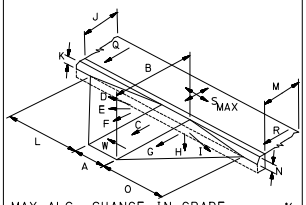
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



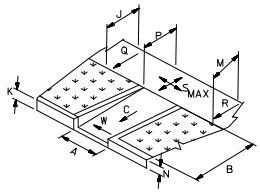
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



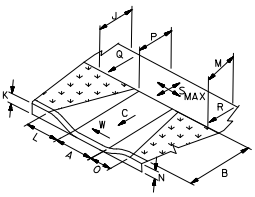
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



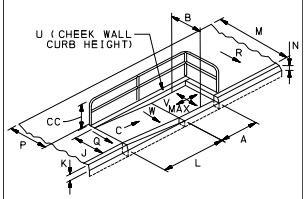
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



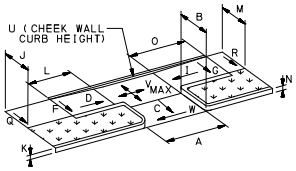
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



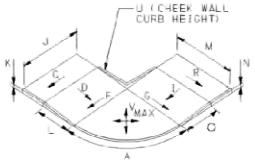
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



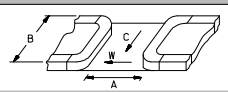
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

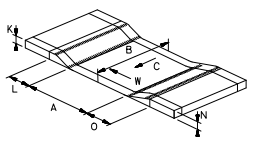
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	42	(IN)
*	C	10.90	(%)
*	D	6.70	(%)
	E	9.90	(%)
*	F	10.50	(%)
*	G	10.90	(%)
	H	9.00	(%)
*	I	5.70	(%)
*	J	100	(IN)
	K	4	(IN)
	L	46	(IN)
*	M	100	(IN)
	N	3	(IN)
	O	40	(IN)
*	P	48	(IN)
*	Q	3.10	(%)
*	R	2.60	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.40	(%)
*	EE	0.70	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

pennsylvania
DEPARTMENT OF TRANSPORTATION

S 4TH ST & WHARTON ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Wharton Street and 4th Street	Ramp 02

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3898

Submitter Information

Submitted By:	Anton Kuhner, P.E
***Submitter Company:**	McMahon, a Bowman company
Street Address	425 Commerce Drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	May 22, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	● Yes	○ No
Pedestrian Trip Generators	○ Yes	● No
Safety Concerns	○ Yes	● No
R9-3A "No Peds" Signs	○ Yes	● No
Existing Crosswalk	● Yes	○ No
Existing Sidewalk	● Yes	○ No
Existing Push Buttons	○ Yes	● No

ADT

Location Identification

Northbound

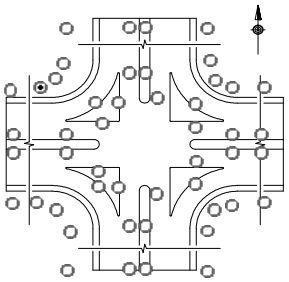
4th Street — **SR North - Segment*

4th Street — **SR South - Segment*

Wharton Street — **SR East - Segment*

Wharton Street — **SR West - Segment*

02 — Location #



Investigated design alternatives	Why alternative was not selected
1) Shift ramp further East	Conflict with adjacent curb ramp
2) Shift ramp further West	TIF still required
3) Extend ramp	Utility conflict

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: Maximum longitudinal ramp slope of 8.33% and maximum landing slope of 2.00%. The ramp was designed with a maximum longitudinal ramp slope of 11.00% and a maximum landing slope of 4.00%.

ADA Review Committee Recommendation

✓ ● Approved
○ Denied

Minnu Marie Varghese 10/30/23
ADA Review Committee Chair - Date

ADE of Design Approval Status

○ Approved
○ Denied

Sunil Gill 11/8/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-4th Street-4th Street-Wharton Street-Wharton Street-2-45068*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Wharton Street and 4th Street	Ramp 02

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 curb ramp further to the east; however shifting the ramp further to the east would create a conflict with the adjacent ramp. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 curb ramp further to the west; however, shifting the ramp further to the west would still require a TIF due to the steep sidewalk grades. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to extend the ramp; however, extending the ramp would create a conflict with the existing juction box. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum longitudinal ramp slope of 8.33% and a maximum landing slope of 2.00%. It is technically infeasible to meet these requirements due to the steep sidewalk grades and the existing junction box at the corner. The ramp was designed with a maximum longitudinal ramp slope of 11.00% and a maximum landing slope of 4.00%. This solution provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-4th Street-4th Street-Wharton Street-Wharton Street-*

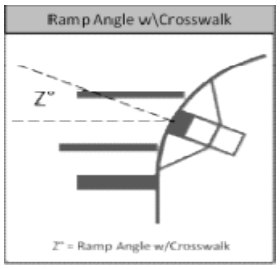
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

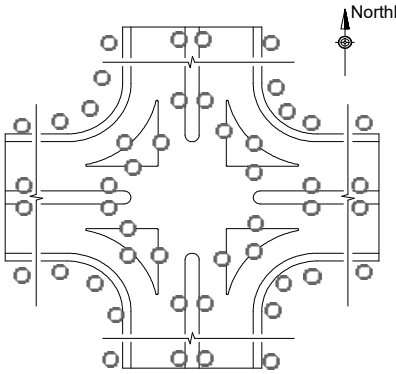
pennsylvania
DEPARTMENT OF TRANSPORTATION

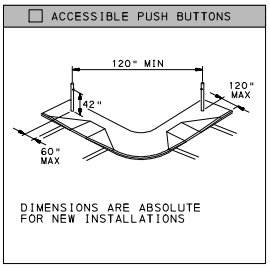
S 4TH ST & WHARTON ST, PennDOT Location ID # 17

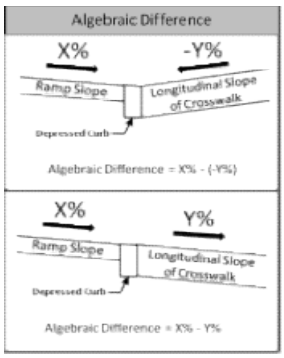
*Date of Design (yyyy mm dd)	2024	06	07		
Designer 1	ERIC LONG JJA				
Designer 2	- -				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	3.00	%	0.70	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	10.6		
Intersection Ramp # of #	7	8			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 1				

*North Leg	S 4TH	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 4TH	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







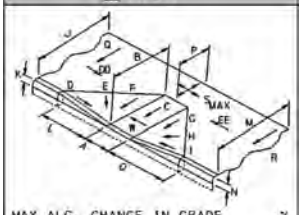


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-S4THSt-WHARTONSt-S4THSt-WHARTONSt-2024-06-07-17-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

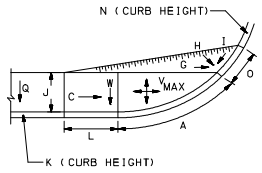
S 4TH ST & WHARTON ST, PennDOT Location ID # 17

☐ TYPE 1



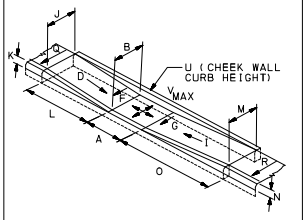
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



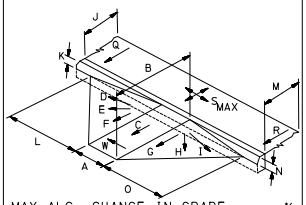
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



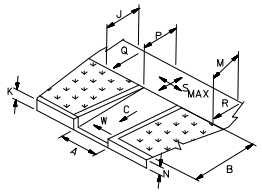
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



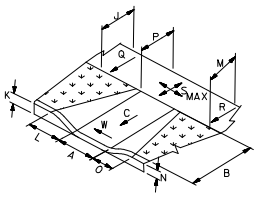
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



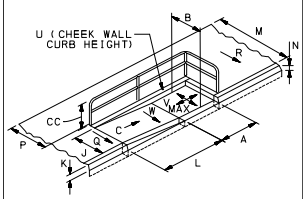
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



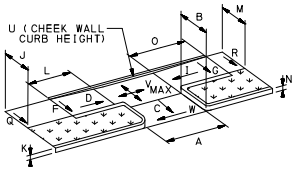
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



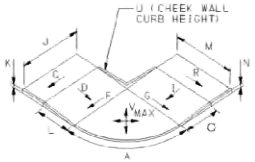
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



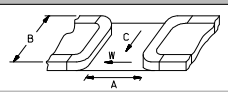
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

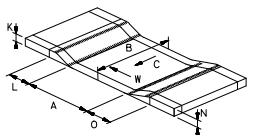
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	48	(IN)	
*	C	7.60	(%)	
*	D	5.00	(%)	
	E	7.40	(%)	
*	F	7.70	(%)	
*	G	7.50	(%)	
	H	9.50	(%)	
*	I	5.70	(%)	
*	J	48	(IN)	
	K	3	(IN)	
	L	44	(IN)	
*	M	48	(IN)	
	N	3	(IN)	
	O	46	(IN)	
*	P	48	(IN)	
*	Q	3.00	(%)	
*	R	1.30	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	-
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.80	(%)	
*	EE	3.80	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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DEPARTMENT OF TRANSPORTATION

S 4TH ST & WHARTON ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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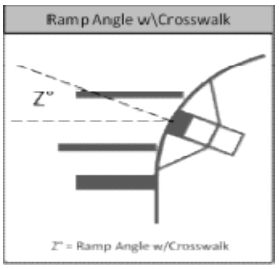
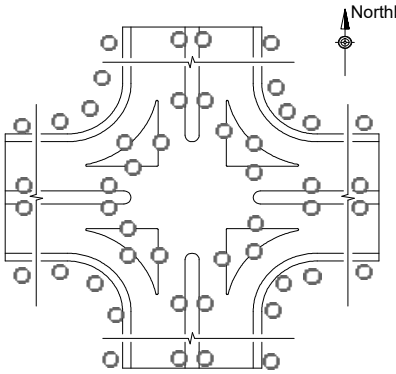
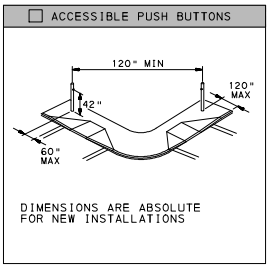
DEPARTMENT OF TRANSPORTATION

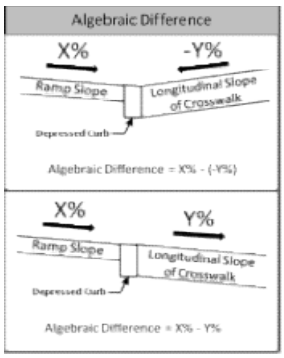
S 4TH ST & WHARTON ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2024	06	07		
Designer 1	ERIC LONG JJA				
Designer 2	- -				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	3.40	%	2.00	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	11.0		
Intersection Ramp # of #	8	8			
*Ramp Location (Use Figure Below)		19			
*Curb Ramp Type	Type 1				
*North Leg	S 4TH	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	WHARTON	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	S 4TH	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	WHARTON	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-S4THSt-WHARTONSt-S4THSt-WHARTONSt-2024-06-07-19-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

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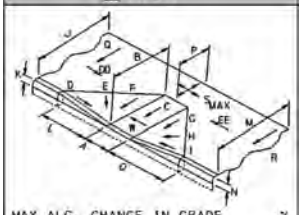
DEPARTMENT OF TRANSPORTATION

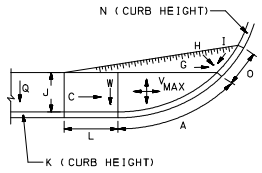
S 4TH ST & WHARTON ST, PennDOT Location ID # 19

☐ TYPE 1



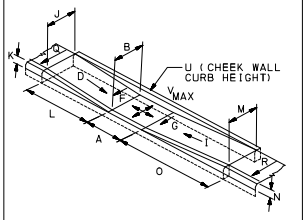
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



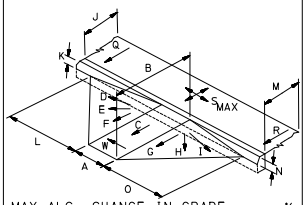
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



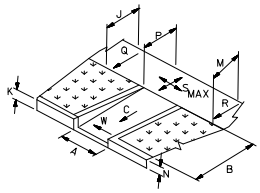
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



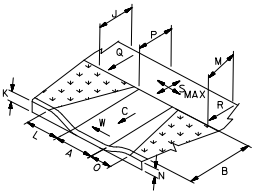
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



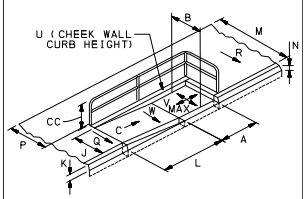
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



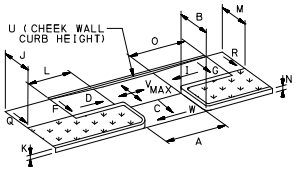
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



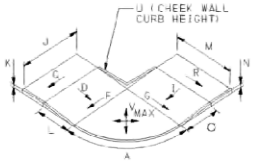
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



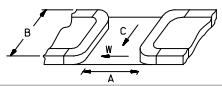
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

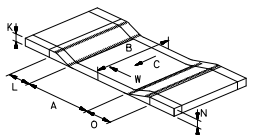
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	7.60	(%)
*	D	7.20	(%)
	E	6.60	(%)
*	F	8.00	(%)
*	G	6.70	(%)
	H	9.20	(%)
*	I	6.20	(%)
*	J	48	(IN)
	K	5	(IN)
	L	40	(IN)
*	M	48	(IN)
	N	2	(IN)
	O	62	(IN)
*	P	48	(IN)
*	Q	3.00	(%)
*	R	1.30	(%)
*	S	1.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.50	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.80	(%)
*	EE	3.80	(%)

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments

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DEPARTMENT OF TRANSPORTATION

S 4TH ST & WHARTON ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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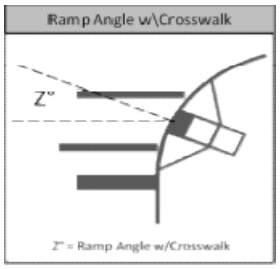
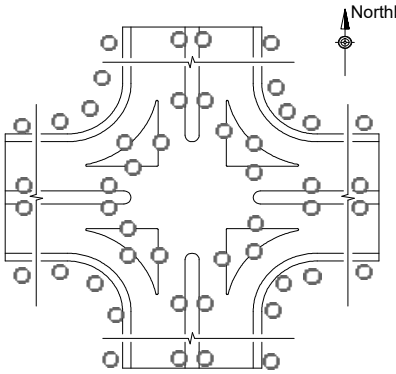
DEPARTMENT OF TRANSPORTATION

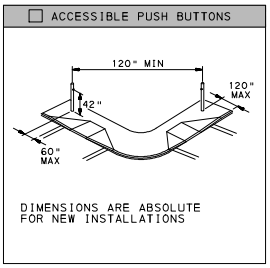
S REESE ST & WHARTON ST, PennDOT Location
ID # 17

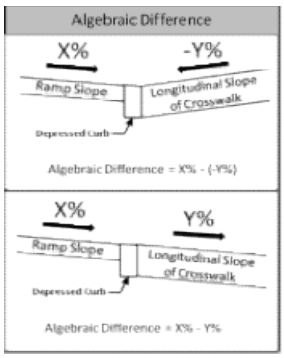
*Date of Design (yyyy mm dd)	2024	02	15		
Designer 1	ERIC LONG JJA				
Designer 2	- -				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Ex-Surveyed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	0.70	%	0.80	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	9.7		
Intersection Ramp # of #	2	2			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 1				

*North Leg	WHARTON	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	S REESE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	WHARTON	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	S REESE	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







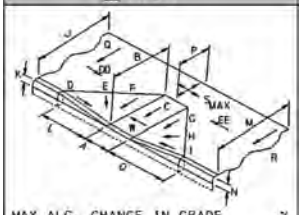


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-WHARTONSt-SREESESt-WHARTONSt-SREESESt-2024-02-15-17-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

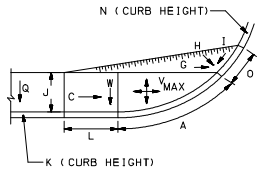
S REESE ST & WHARTON ST, PennDOT Location
ID # 17

☐ TYPE 1



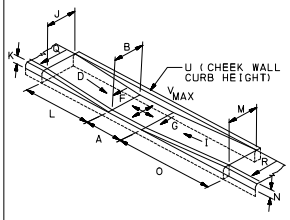
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



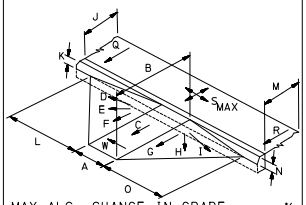
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



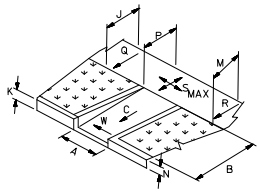
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



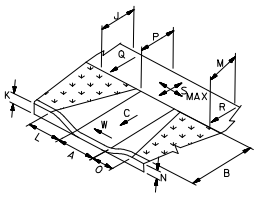
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



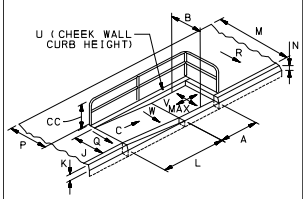
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



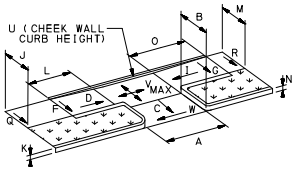
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



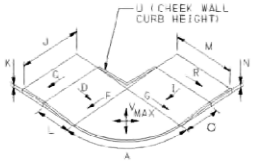
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



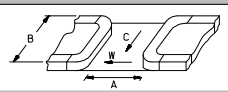
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

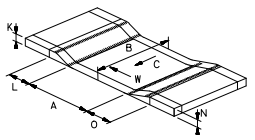
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	26	(IN)
*	C	9.00	(%)
*	D	9.60	(%)
	E	11.50	(%)
*	F	8.20	(%)
*	G	8.90	(%)
	H	8.60	(%)
*	I	6.90	(%)
*	J	75	(IN)
	K	4	(IN)
	L	68	(IN)
*	M	75	(IN)
	N	3	(IN)
	O	40	(IN)
*	P	48	(IN)
*	Q	1.40	(%)
*	R	0.40	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.90	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	6.80	(%)
*	EE	1.10	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

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S REESE ST & WHARTON ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Wharton Street and Reese Street	Ramp 17

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3898

Submitter Information

Submitted By:	Anton Kuhner, P.E
***Submitter Company:**	McMahon, a Bowman company
Street Address	425 Commerce Drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	July 27, 2023

Project Information

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	● Yes	○ No
Pedestrian Trip Generators	○ Yes	● No
Safety Concerns	○ Yes	● No
R9-3A "No Peds" Signs	○ Yes	● No
Existing Crosswalk	● Yes	○ No
Existing Sidewalk	● Yes	○ No
Existing Push Buttons	○ Yes	● No

ADT

Location Identification

Northbound

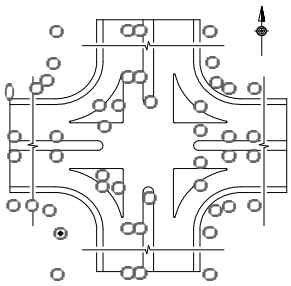
N/A
**SR North - Segment*

Reese Street
**SR South - Segment*

Wharton Street
**SR East - Segment*

Wharton Street
**SR West - Segment*

17
Location #



Investigated design alternatives	Why alternative was not selected
1) Shift ramp to the North	TIF still required
2) Shift ramp to the South	TIF still required
3) Extend ramp	Conflict with existing wall

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: Maximum longitudinal ramp slope of 8.33%. The ramp was designed with a maximum longitudinal ramp slope of 9.00%.

ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

Marie Vaughen 10/30/23
ADA Review Committee Chair - Date

ADE of Design Approval Status

- [ ] Approved
- [ ] Denied

Sunil Gill 11/8/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-N/A-Reese Street-Wharton Street-Wharton Street-17-45134*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Wharton Street and Reese Street	Ramp 17

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 curb ramp further to the north; however shifting the ramp further to the north would still require a TIF due to the steep sidewalk grades and the close proximity of an existing building at the corner. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 curb ramp further to the south; however, shifting the ramp further to the south would still require a TIF due to the steep sidewalk grades and the close proximity of an existing building at the corner. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to extend the ramp; however, extending the ramp is not feasible due to the close proximity of an existing wall at the corner. As a result of this consideration this alternative was eliminated.

Summary

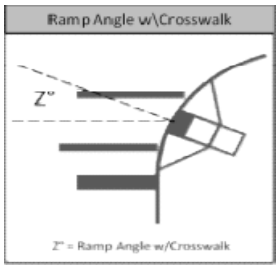
City of Philadelphia requirements dictate that type 1 curb ramps have a maximum longitudinal ramp slope of 8.33%. It is technically infeasible to meet this requirement due to the close proximity of an existing wall at the corner and the steep sidewalk grades. The ramp was designed with a maximum longitudinal ramp slope of 9.00%. This solution provides access to the maximum extent feasible.

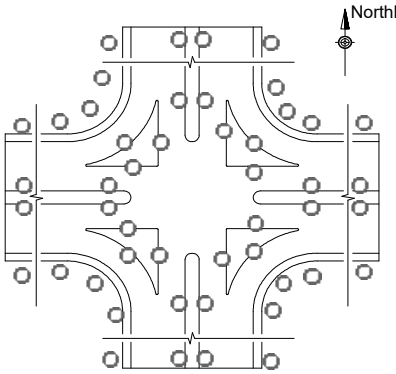
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-N/A-Reese Street-Wharton Street-Wharton Street-17*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

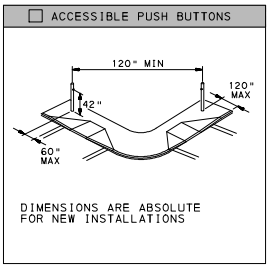
pennsylvania
DEPARTMENT OF TRANSPORTATION

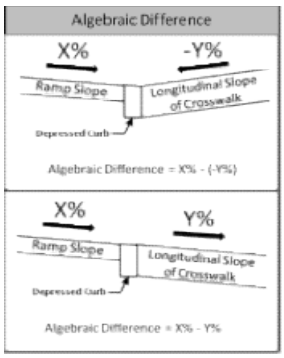
S PHILIP ST & WHARTON ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2024	06	19			
Designer 1	ERIC LONG JJA					
Designer 2	- -					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	1.40	%	2.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		4	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.6			
Intersection Ramp # of #	2	6				
*Ramp Location (Use Figure Below)	04					
*Curb Ramp Type	Type 1					
*North Leg	WHARTON	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	S PHILIP	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	WHARTON	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	S PHILIP	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







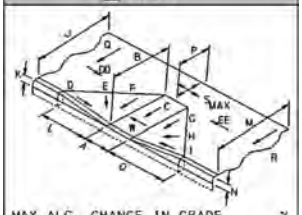


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-WHARTONSt-SPHILIPSt-WHARTONSt-SPHILIPSt-2024-06-19-4-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)			

pennsylvania
DEPARTMENT OF TRANSPORTATION

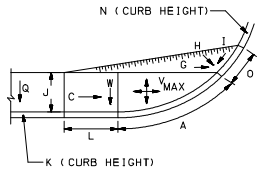
S PHILIP ST & WHARTON ST, PennDOT Location
ID # 4

☐ TYPE 1



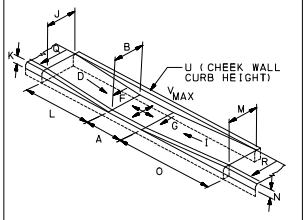
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



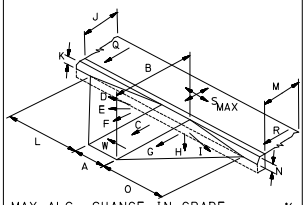
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



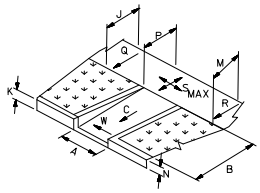
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



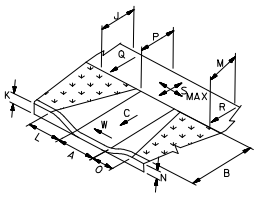
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



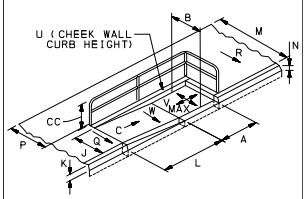
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



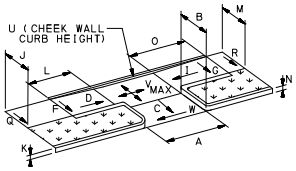
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



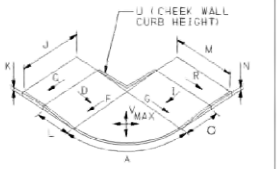
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



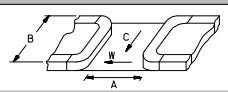
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

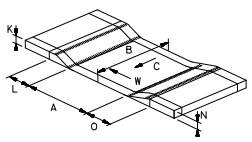
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	24	(IN)	
*	C	8.20	(%)	
*	D	13.30	(%)	
	E	14.20	(%)	
*	F	8.20	(%)	
*	G	8.00	(%)	
	H	9.30	(%)	
*	I	7.20	(%)	
*	J	90	(IN)	
	K	8	(IN)	
	L	42	(IN)	
*	M	190	(IN)	
	N	4	(IN)	
	O	40	(IN)	
*	P	49	(IN)	
*	Q	3.10	(%)	
*	R	0.40	(%)	
*	S	1.90	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	999	(IN)	-
*	Z		(IN)	
*	ZZ	999	(IN)	-
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	3.40	(%)	
*	EE	2.90	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-WHARTONSt-SPHILIPSt-WHARTONSt-SPHILIPSt-2024-06-19-4-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

S PHILIP ST & WHARTON ST, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Wharton Street and Philip Street	Ramp 04

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3898

Submitter Information

Submitted By:	Anton Kuhner, P.E
***Submitter Company:**	McMahon, a Bowman company
Street Address	425 Commerce Drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	May 22, 2023

Project Information

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	● Yes	○ No
Pedestrian Trip Generators	○ Yes	● No
Safety Concerns	○ Yes	● No
R9-3A "No Peds" Signs	○ Yes	● No
Existing Crosswalk	● Yes	○ No
Existing Sidewalk	● Yes	○ No
Existing Push Buttons	○ Yes	● No

ADT

Location Identification

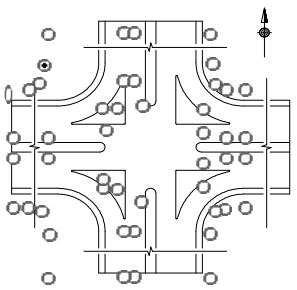
Philip Street — **SR North - Segment*

Philip Street — **SR South - Segment*

Wharton Street — **SR East - Segment*

Wharton Street — **SR West - Segment*

04 — Location #



Investigated design alternatives	Why alternative was not selected
1) Shift ramp further North	Undesirable alignment with opposing ramp
2) Shift ramp further South	Stormwater inlet conflict
3) Provide a pavement adjustment	No justification

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: Maximum flare slope of 10.00% and maximum ramp slope of 8.33%. The ramp is designed with a maximum flare slope of 14.29% and a maximum ramp slope of 9.00%.

ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

Monica Marie Varghese 10/30/23
ADA Review Committee Chair - Date

ADE of Design Approval Status

- [ ] Approved
- [ ] Denied

Sunil Gill 11/8/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Philip Street-Philip Street-Wharton Street-Wharton Street-4-45068*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Wharton Street and Philip Street	Ramp 04

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 curb ramp further to the north; however shifting the ramp further to the north would create an undesirable alignment with the opposing ramp and crosswalk. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 curb ramp further to the south; however, shifting the ramp further to the south would create a conflict with the existing stormwater inlet at the corner. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to provide a pavement adjustment; however, there is no justification for a pavement adjustment. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum flare slope of 10.00% and a maximum ramp slope of 8.33%. It is technically infeasible to meet this requirement due to the existing stormwater inlet at the corner. The ramp was designed with a maximum flare slope of 14.29% and a maximum ramp slope of 9.00%. This solution provides access to the maximum extent feasible.

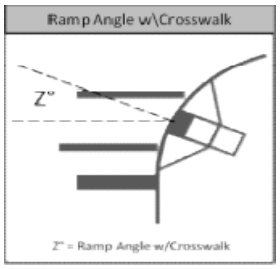
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Philip Street-Philip Street-Wharton Street-Wharton St*

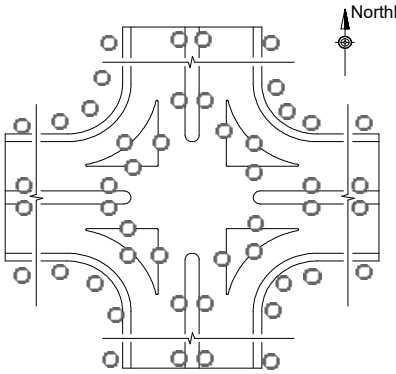
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

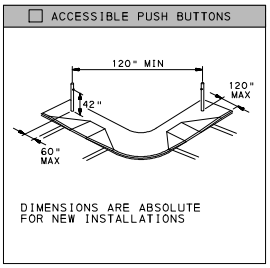
pennsylvania
DEPARTMENT OF TRANSPORTATION

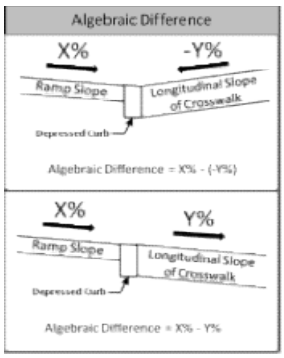
S PHILIP ST & WHARTON ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2024	02	15			
Designer 1	ERIC LONG JJA					
Designer 2	- -					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Ex-Surveyed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.90	%	1.40	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		20	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	10.3			
Intersection Ramp # of #	1	2				
*Ramp Location (Use Figure Below)	07					
*Curb Ramp Type	Type 1					
*North Leg	WHARTON	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	S PHILIP	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	WHARTON	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	S PHILIP	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







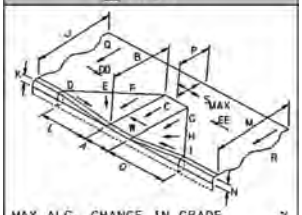


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-WHARTONSt-SPHILIPSt-WHARTONSt-SPHILIPSt-2024-02-15-7-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

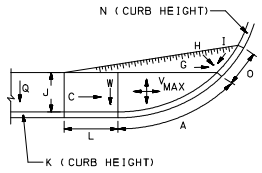
S PHILIP ST & WHARTON ST, PennDOT Location
ID # 7

☐ TYPE 1



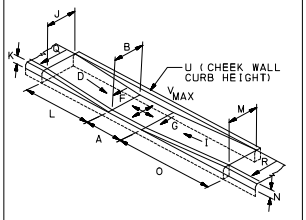
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



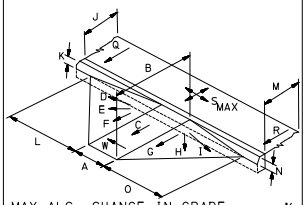
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



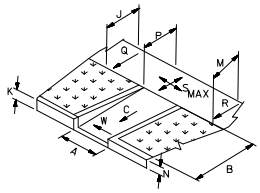
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



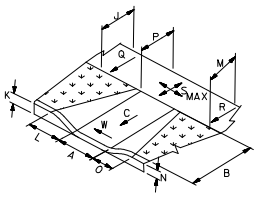
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



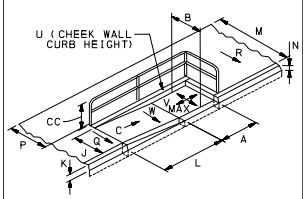
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



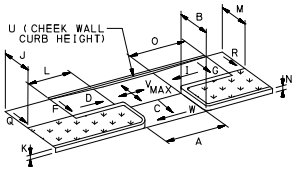
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



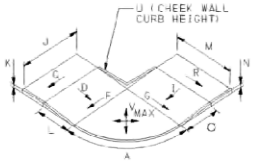
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



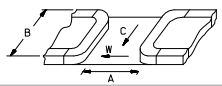
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

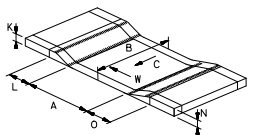
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	32	(IN)
*	C	6.40	(%)
*	D	17.00	(%)
	E	16.10	(%)
*	F	7.40	(%)
*	G	6.30	(%)
	H	7.40	(%)
*	I	6.20	(%)
*	J	48	(IN)
	K	7	(IN)
	L	40	(IN)
*	M	75	(IN)
	N	3	(IN)
	O	82	(IN)
*	P	48	(IN)
*	Q	3.70	(%)
*	R	2.30	(%)
*	S	2.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.70	(%)
*	EE	4.00	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

pennsylvania
DEPARTMENT OF TRANSPORTATION

S PHILIP ST & WHARTON ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Wharton Street and Philip Street	Ramp 07

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3898

Submitter Information

Submitted By:	Anton Kuhner, P.E
***Submitter Company:**	McMahon, a Bowman company
Street Address	425 Commerce Drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	May 22, 2023

Project Information

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	● Yes	○ No
Pedestrian Trip Generators	○ Yes	● No
Safety Concerns	○ Yes	● No
R9-3A "No Peds" Signs	○ Yes	● No
Existing Crosswalk	● Yes	○ No
Existing Sidewalk	● Yes	○ No
Existing Push Buttons	○ Yes	● No

ADT

Location Identification

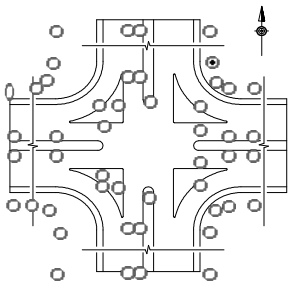
Northbound

Philip Street — **SR North - Segment*

Philip Street — **SR South - Segment*

Wharton Street — **SR East - Segment*

Wharton Street — **SR West - Segment*



07 — Location #

Investigated design alternatives	Why alternative was not selected
1) Shift ramp further North	Stormwater inlet conflict
2) Shift ramp further South	TIF still required
3) Extend ramp	Insufficient PAR

Alternative selected and description of what requirement is not met

A type 1 curb ramp is desgined at this location. The following requirement(s) are not met: Maximum landing slope of 2.00%, a maximum flare slope of 10.00%, and a maximum triangular landing area slope of 2.00%. The ramp was designed with a maximum landing slope of 4.82%, a maximum flare slope of 19.60%, and a maximum triangular landing slope of 4.00%.

ADA Review Committee Recommendation

✓ Approved
○ Denied

Minnie Marie Varghese 10/30/23
ADA Review Committee Chair - Date

ADE of Design Approval Status

○ Approved
○ Denied

Sunil Gill 11/8/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Philip Street-Philip Street-Wharton Street-Wharton Street-7-45068*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Wharton Street and Philip Street	Ramp 07

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 curb ramp further to the north; however shifting the ramp further to the north would create a conflict with the existing stormwater inlet at the corner. Furthermore, a TIF would still be required due to the steep sidewalk grades. As a result of these considerations this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 curb ramp further to the south; however, shifting the ramp further to the south is technically infeasible for the same reasons that Design Alternative #1 is technically infeasible. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to extend the ramp; however, extending the ramp would result in insufficient PAR. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum landing slope of 2.00%, a maximum flare slope of 8.33%, and a maximum triangular landing slope of 2.00%. It is technically infeasible to meet these requirements due to the the close proximity of an existing stormwater inlet at the corner and the steep sidewalk grades. The ramp was designed with a maximum landing slope of 4.82%, a maximum flare slope of 19.60%, and maximum triangular landing slope of 4.00%. This solution provides access to the maximum extent feasible.

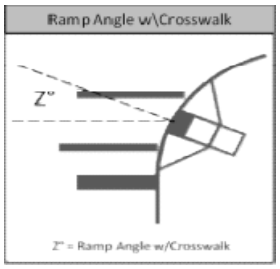
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Philip Street-Philip Street-Wharton Street-Wharton St*

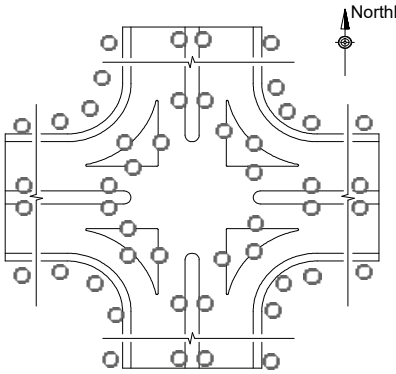
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

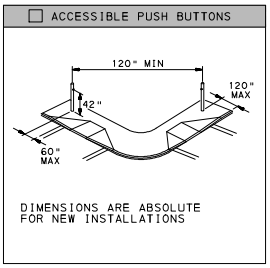
pennsylvania
DEPARTMENT OF TRANSPORTATION

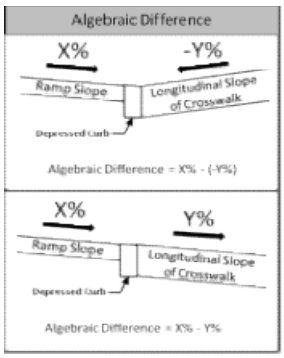
S PHILIP ST & WHARTON ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2024	06	19			
Designer 1	ERIC LONG JJA					
Designer 2	- -					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	3.40	%	5.80	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		20	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	12.0			
Intersection Ramp # of #	5	6				
*Ramp Location (Use Figure Below)	17					
*Curb Ramp Type	Type 1					
*North Leg	WHARTON	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	S PHILIP	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	WHARTON	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	S PHILIP	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







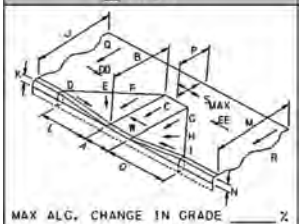


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-WHARTONSt-SPHILIPSt-WHARTONSt-SPHILIPSt-2024-06-19-17-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)			

pennsylvania
DEPARTMENT OF TRANSPORTATION

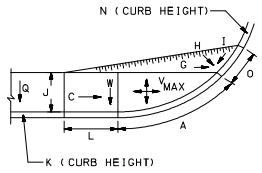
S PHILIP ST & WHARTON ST, PennDOT Location
ID # 17

☐ TYPE 1



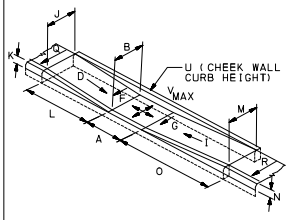
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



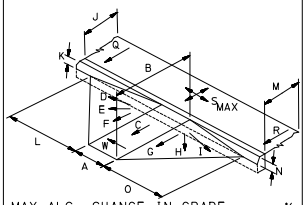
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



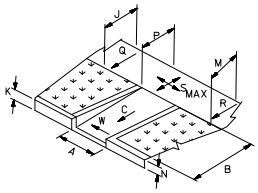
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



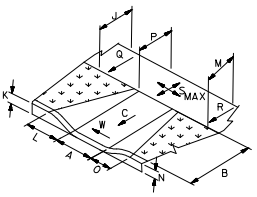
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



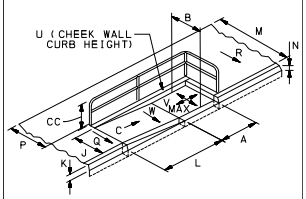
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



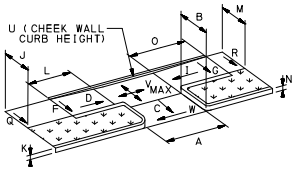
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



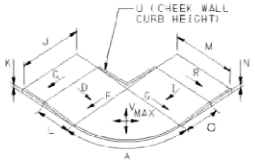
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



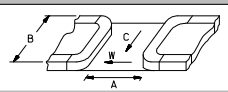
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

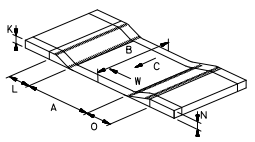
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	92	(IN)	
*	C	8.60	(%)	
*	D	17.80	(%)	
	E	14.80	(%)	
*	F	8.20	(%)	
*	G	7.20	(%)	
	H	12.90	(%)	
*	I	12.40	(%)	
*	J	60	(IN)	
	K	10	(IN)	
	L	28	(IN)	
*	M	90	(IN)	
	N	2	(IN)	
	O	62	(IN)	
*	P	66	(IN)	
*	Q	4.30	(%)	
*	R	2.00	(%)	
*	S	3.10	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	3.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	90	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	-
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.10	(%)	
*	EE	3.30	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-WHARTONSt-SPHILIPSt-WHARTONSt-SPHILIPSt-2024-06-19-17-Type1

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S PHILIP ST & WHARTON ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Wharton Street and Philip Street	Ramp 17

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3898

Submitter Information

Submitted By:	Anton Kuhner, P.E
***Submitter Company:**	McMahon, a Bowman company
Street Address	425 Commerce Drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	May 22, 2023

Project Information

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	○ Yes	○ No
Pedestrian Trip Generators	○ Yes	○ No
Safety Concerns	○ Yes	○ No
R9-3A "No Peds" Signs	○ Yes	○ No
Existing Crosswalk	○ Yes	○ No
Existing Sidewalk	○ Yes	○ No
Existing Push Buttons	○ Yes	○ No
ADT		

Location Identification

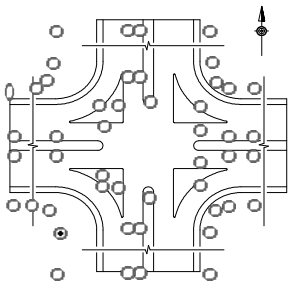
Philip Street — **SR North - Segment*

Philip Street — **SR South - Segment*

Wharton Street — **SR East - Segment*

Wharton Street — **SR West - Segment*

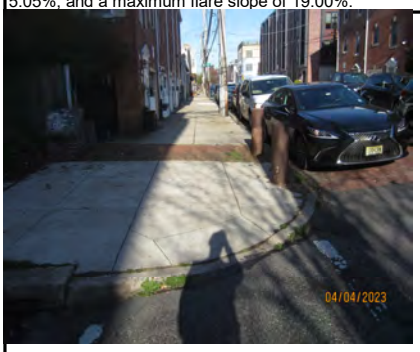
17 — Location #



Investigated design alternatives	Why alternative was not selected
1) Shift ramp further North	Conflict with adjacent curb ramp
2) Shift ramp further South	Stormwater inlet conflict
3) Build up pavement adjustment	Gutter slopes exceed 5.00%

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: Maximum longitudinal ramp slope of 8.33%, maximum ramp cross slope of 2.00%, a maximum landing slope of 2.00%, and a maximum flare slope of 10.00%. The ramp was designed with a maximum longitudinal ramp slope of 9.98%, a maximum ramp cross slope of 3.75%, a maximum landing slope of 5.05%, and a maximum flare slope of 19.00%.



ADA Review Committee Recommendation

✓ ○ Approved
○ Denied

Minnu Marie Varghese 10/30/23
ADA Review Committee Chair - Date

ADE of Design Approval Status

○ Approved
○ Denied

Sunil Gill 11/8/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Philip Street-Philip Street-Wharton Street-Wharton Street-17-45068*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Wharton Street and Philip Street	Ramp 17

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 curb ramp further to the north; however shifting the ramp further to the north would create a conflict with the adjacent curb ramp. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 curb ramp further to the south; however, shifting the ramp further to the south would create a conflict with the existing stormwater inlet at the corner. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to build up the pavement adjustment; however, building up the pavement adjustment would create a gutter slope greater than 5.00% toward the existing inlet at the corner. The City wants to maintain 5.00% maximum guttter slopes to inlets wherever feasible. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum longitudinal ramp slope of 8.33%, a maximum ramp cross slope of 2.00%, a maximum landing slope of 2.00%, and a maximum flare slope of 10.00%. It is technically infeasible to meet these requirements due to the close proximity of a stormwater inlet at the corner and the steep sidewalk grades. The ramp was designed with a maximum longitudinal ramp slope of 9.98%, a maximum ramp cross slope of 3.75%, a maximum landing slope of 5.05%, and a maximum flare slope of 19.00%. This solution provides access to the maximum extent feasible.

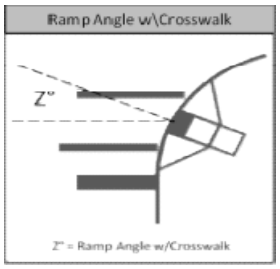
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Philip Street-Philip Street-Wharton Street-Wharton St*

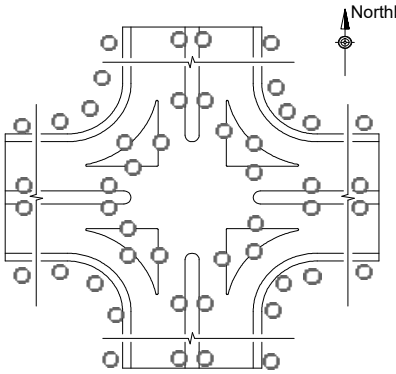
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

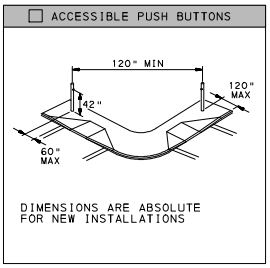
pennsylvania
DEPARTMENT OF TRANSPORTATION

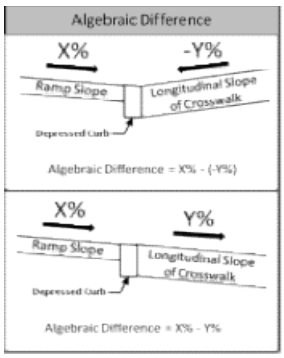
S PHILIP ST & WHARTON ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2024	06	19			
Designer 1	ERIC LONG JJA					
Designer 2	- -					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	6.70	%	1.60	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		3	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	11.5			
Intersection Ramp # of #	6	6				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	WHARTON	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	S PHILIP	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	WHARTON	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	S PHILIP	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







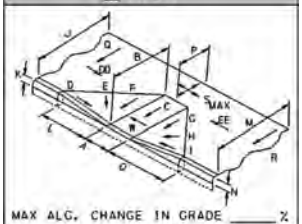


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-WHARTONSt-SPHILIPSt-WHARTONSt-SPHILIPSt-2024-06-19-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)			

pennsylvania
DEPARTMENT OF TRANSPORTATION

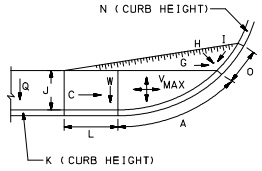
S PHILIP ST & WHARTON ST, PennDOT Location
ID # 19

☐ TYPE 1



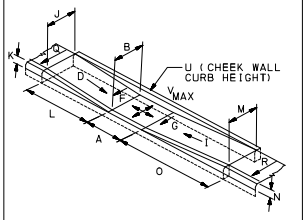
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



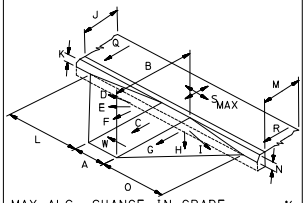
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



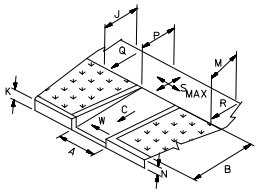
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



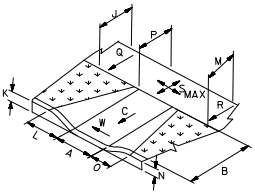
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



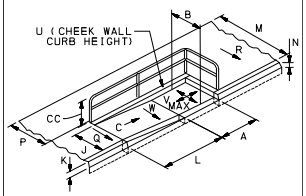
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



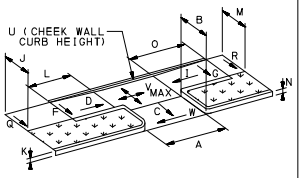
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



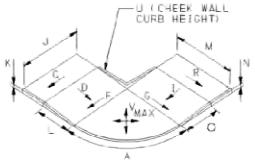
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



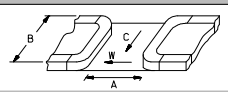
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

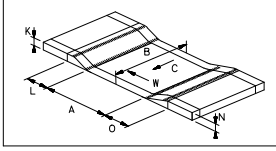
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	76	(IN)	
*	C	4.80	(%)	
*	D	5.90	(%)	
	E	6.30	(%)	
*	F	4.30	(%)	
*	G	6.20	(%)	
	H	8.20	(%)	
*	I	6.10	(%)	
*	J	60	(IN)	
	K	3	(IN)	
	L	39	(IN)	
*	M	90	(IN)	
	N	2	(IN)	
	O	52	(IN)	
*	P	62	(IN)	
*	Q	4.30	(%)	
*	R	2.00	(%)	
*	S	3.10	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	132	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	-
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.10	(%)	
*	EE	3.30	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-WHARTONSt-SPHILIPSt-WHARTONSt-SPHILIPSt-2024-06-19-19-Type1

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DEPARTMENT OF TRANSPORTATION

S PHILIP ST & WHARTON ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Wharton Street and Philip Street	Ramp 19

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3898

Submitter Information

Submitted By:	Anton Kuhner, P.E
***Submitter Company:**	McMahon, a Bowman company
Street Address	425 Commerce Drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	October 10, 2023

Project Information

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	○ Yes	○ No
Pedestrian Trip Generators	○ Yes	○ No
Safety Concerns	○ Yes	○ No
R9-3A "No Peds" Signs	○ Yes	○ No
Existing Crosswalk	○ Yes	○ No
Existing Sidewalk	○ Yes	○ No
Existing Push Buttons	○ Yes	○ No
ADT		

Location Identification

Northbound

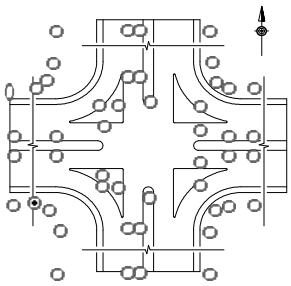
Philip Street
**SR North - Segment*

Philip Street
**SR South - Segment*

Wharton Street
**SR East - Segment*

Wharton Street
**SR West - Segment*

19
Location #



Investigated design alternatives	Why alternative was not selected
1) Shift ramp further West	TIF still required
2) Shift ramp further East	Conflict with adjacent curb ramp
3) Extend ramp	Conflict with adjacent curb ramp

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: Maximum landing slope of 2.00%. The ramp was designed with a maximum landing slope of 5.05%.

ADA Review Committee Recommendation

✓ ○ Approved
○ Denied

Miriam Marie Vaughese 10/30/23
ADA Review Committee Chair - Date

ADE of Design Approval Status

○ Approved
○ Denied

Sunil Gill 11/8/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Philip Street-Philip Street-Wharton Street-Wharton Street-19-45209*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Wharton Street and Philip Street	Ramp 19

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 curb ramp further to the west; however shifting the ramp further to the west would still require a TIF due to the steep sidewalk grades at the corner. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 curb ramp further to the east; however, shifting the ramp further to the east would create a conflict with the adjacent curb ramp. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to extend the ramp; however, extending the ramp would create a conflict with the adjacent curb ramp. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum landing slope of 2.00%. It is technically infeasible to meet this requirement due to the steep sidewalk grades at the corner. The ramp was designed with a maximum landing slope of 5.05%. This solution provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Philip Street-Philip Street-Wharton Street-Wharton St*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

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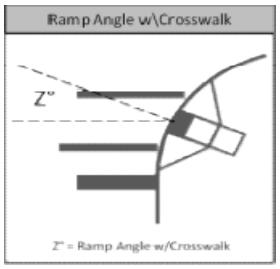
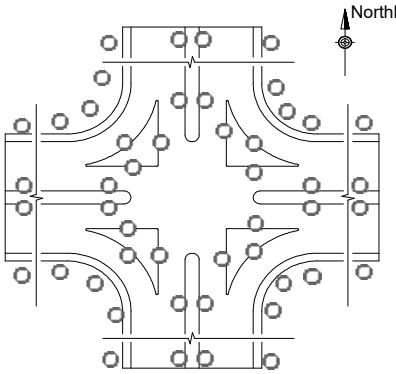
DEPARTMENT OF TRANSPORTATION

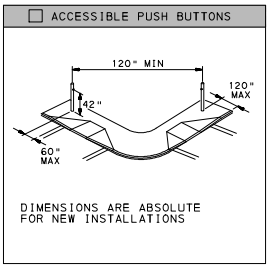
S 3RD ST & WHARTON ST, PennDOT Location ID # 2

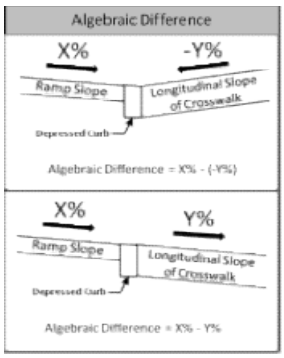
*Date of Design (yyyy mm dd)	2024	06	19		
Designer 1	ERIC LONG JJA				
Designer 2	- -				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	0.40	%	0.40	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	6.4		
Intersection Ramp # of #	1	8			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				

*North Leg	S 3RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 3RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







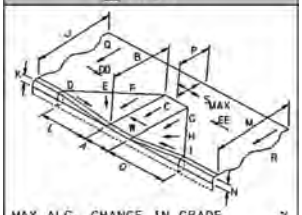


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-S3RDSt-WHARTONSt-S3RDSt-WHARTONSt-2024-06-19-2-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania
DEPARTMENT OF TRANSPORTATION

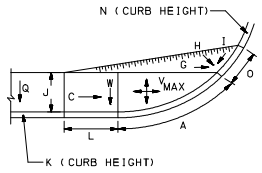
S 3RD ST & WHARTON ST, PennDOT Location ID # 2

☐ TYPE 1



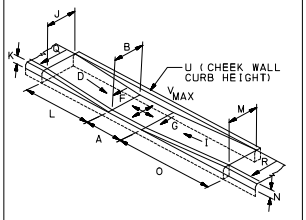
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



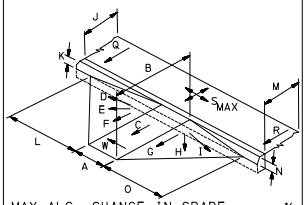
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



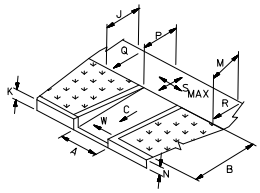
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



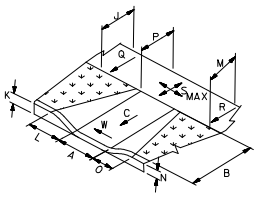
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



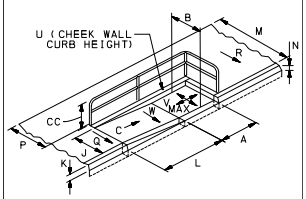
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



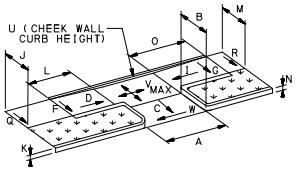
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



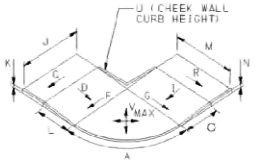
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



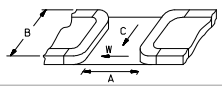
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

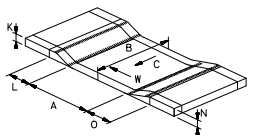
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	50	(IN)
*	C	6.00	(%)
*	D	9.70	(%)
	E	11.70	(%)
*	F	5.80	(%)
*	G	7.90	(%)
	H	7.30	(%)
*	I	4.40	(%)
*	J	60	(IN)
	K	4	(IN)
	L	46	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	51	(IN)
*	P	55	(IN)
*	Q	2.10	(%)
*	R	0.50	(%)
*	S	1.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	4.90	(%)
*	EE	5.20	(%)

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments ▲

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S 3RD ST & WHARTON ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

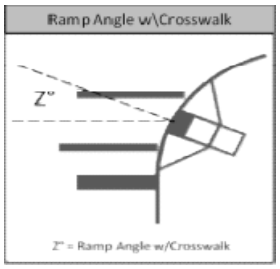
Insert Picture 6

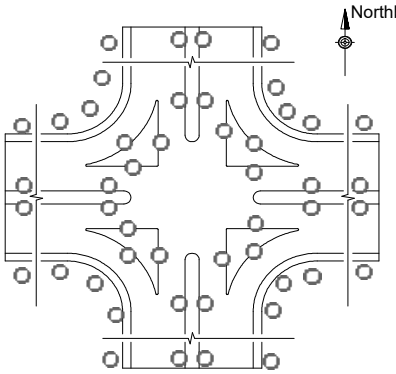
pennsylvania
DEPARTMENT OF TRANSPORTATION

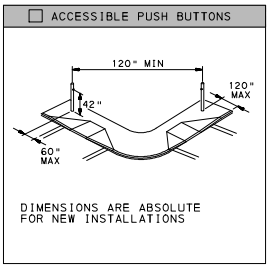
S 3RD ST & WHARTON ST, PennDOT Location ID # 4

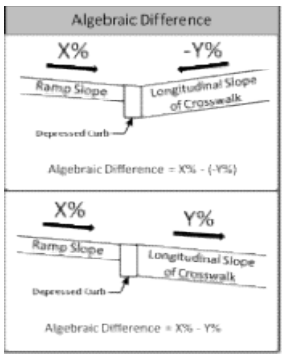
*Date of Design (yyyy mm dd)	2024	06	19		
Designer 1	ERIC LONG JJA				
Designer 2	- -				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	1.60	%	2.40	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		5	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	9.6		
Intersection Ramp # of #	2	8			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				

*North Leg	S 3RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 3RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







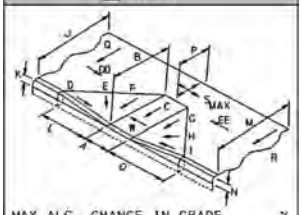


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S3RDSt-WHARTONSt-S3RDSt-WHARTONSt-2024-06-19-4-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)			

pennsylvania
DEPARTMENT OF TRANSPORTATION

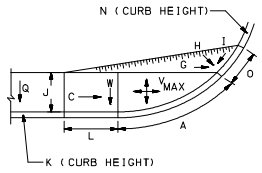
S 3RD ST & WHARTON ST, PennDOT Location ID # 4

☐ TYPE 1



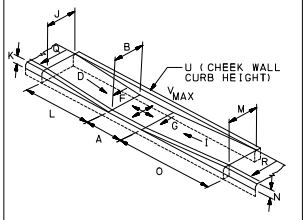
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



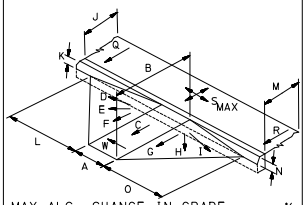
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



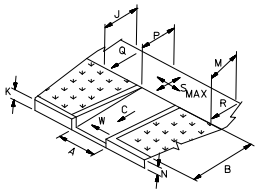
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



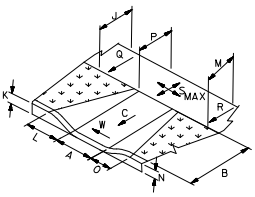
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



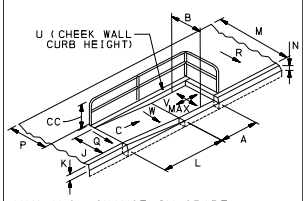
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



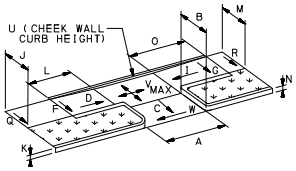
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



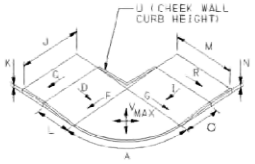
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



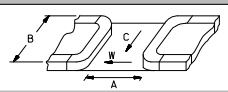
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

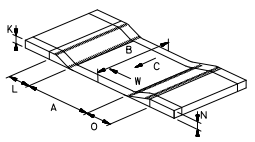
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	66	(IN)	
*	C	8.00	(%)	
*	D	7.60	(%)	
	E	8.50	(%)	
*	F	8.20	(%)	
*	G	8.00	(%)	
	H	11.90	(%)	
*	I	8.90	(%)	
*	J	60	(IN)	
	K	3	(IN)	
	L	48	(IN)	
*	M	48	(IN)	
	N	4	(IN)	
	O	40	(IN)	
*	P	68	(IN)	
*	Q	2.10	(%)	
*	R	0.50	(%)	
*	S	1.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.80	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	-
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	4.90	(%)	
*	EE	5.20	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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S 3RD ST & WHARTON ST, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Wharton Street and 3rd Street	Ramp 04

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3898

Submitter Information

Submitted By:	Anton Kuhner, P.E
***Submitter Company:**	McMahon, a Bowman company
Street Address	425 Commerce Drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	May 22, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	○ Yes	○ No
Pedestrian Trip Generators	○ Yes	○ No
Safety Concerns	○ Yes	○ No
R9-3A "No Peds" Signs	○ Yes	○ No
Existing Crosswalk	○ Yes	○ No
Existing Sidewalk	○ Yes	○ No
Existing Push Buttons	○ Yes	○ No

ADT

Location Identification

Northbound

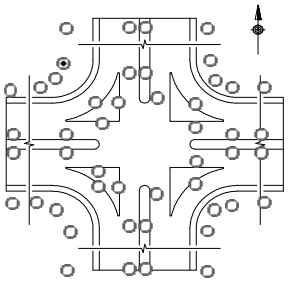
3rd Street — **SR North - Segment*

3rd Street — **SR South - Segment*

Wharton Street — **SR East - Segment*

Wharton Street — **SR West - Segment*

04 — Location #



Investigated design alternatives	Why alternative was not selected
1) Shift ramp further North	Stormwater inlet conflict
2) Shift ramp further South	Conflict with adjacent curb ramp
3) Build up pavement adjustment	Positive drainage not achieved

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The folloiwing requirement(s) are not met: Maximum flare slope of 10.00% and a maximum triangular landing slope of 2.00%. The ramp is designed with a maximum flare slope of 11.94% and a maximum triangular landing slope of 3.00%.

ADA Review Committee Recommendation

☑ Approved
○ Denied

Minna Marie Varghese 10/30/23

ADA Review Committee Chair - Date

ADE of Design Approval Status

○ Approved
○ Denied

Sunil Gill 11/8/2023

District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-3rd Street-3rd Street-Wharton Street-Wharton Street-4-45068*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Wharton Street and 3rd Street	Ramp 04

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 curb ramp further to the north; however shifting the ramp further to the north would create a conflict with the existing stormwater inlet at the corner. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 curb ramp further to the south; however, shifting the ramp further to the south would create a conflict with the adjacent curb ramp. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to build up the pavement adjustment; however, building up the pavement adjustment is not feasible in order to maintain positive drainage to the stormwater inlets at the corner. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum flare slope of 10.00% and a maximum triangular landing slope of 2.00%. It is technically infeasible to meet these requirements due to the existing stormwater inlet at the corner. The ramp was designed with a maximum flare slope of 11.94% and a maximum triangular landing slope of 3.00%. This solution provides access to the maximum extent feasible.

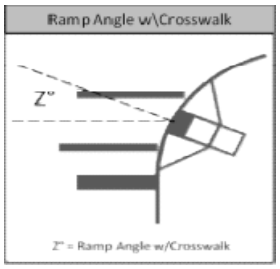
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-3rd Street-3rd Street-Wharton Street-Wharton Street-*

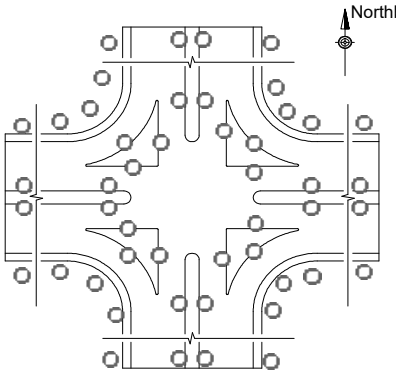
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

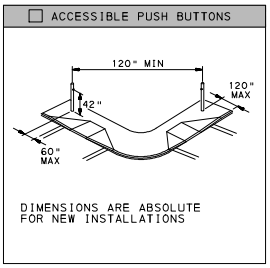
pennsylvania
DEPARTMENT OF TRANSPORTATION

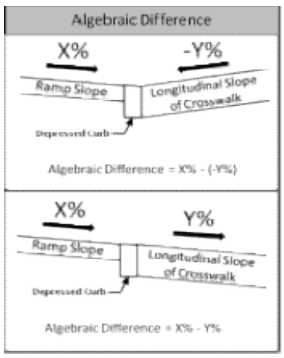
FEDERAL ST & S FRONT ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2024	02	09		
Designer 1	Eric Long JJA				
Designer 2	Tyree Brown JJA				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	1.20	%	1.90	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	10.0		
Intersection Ramp # of #	1	6			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				
*North Leg	S FRONT	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	FEDERAL	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	S FRONT	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	FEDERAL	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-SFRONTSt-FEDERALSt-SFRONTSt-FEDERALSt-2024-02-09-2-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)		

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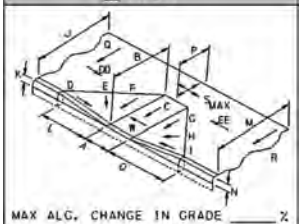
DEPARTMENT OF TRANSPORTATION

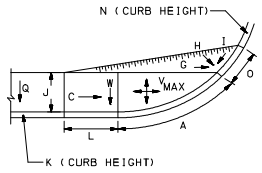
FEDERAL ST & S FRONT ST, PennDOT Location
ID # 2

☐ TYPE 1



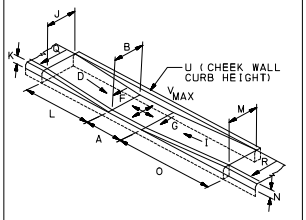
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



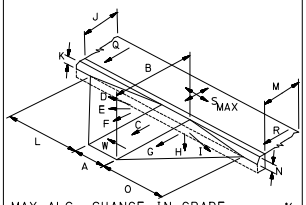
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



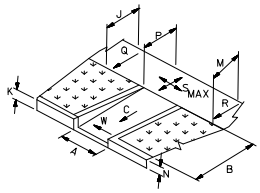
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



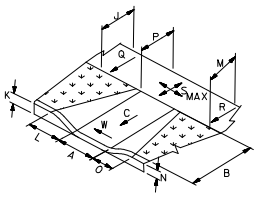
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



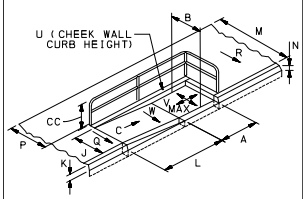
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



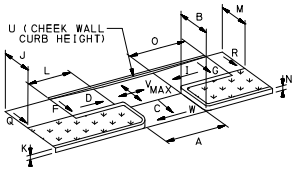
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



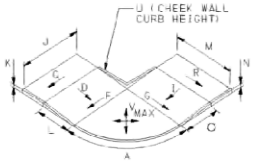
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



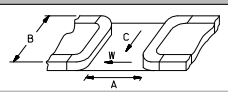
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

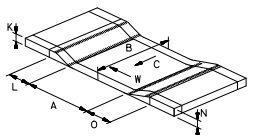
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	70	(IN)
*	C	9.20	(%)
*	D	8.50	(%)
	E	10.80	(%)
*	F	8.70	(%)
*	G	8.20	(%)
	H	6.40	(%)
*	I	4.30	(%)
*	J	48	(IN)
	K	3	(IN)
	L	48	(IN)
*	M	85	(IN)
	N	3	(IN)
	O	34	(IN)
*	P	48	(IN)
*	Q	3.00	(%)
*	R	4.10	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	2.20	(%)
*	EE	0.70	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

NO stop bar

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DEPARTMENT OF TRANSPORTATION

FEDERAL ST & S FRONT ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Front Street and Federal Street	Ramp 02

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [x] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3898

Submitter Information

Submitted By:	Anton Kuhner, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	425 Commerce drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	October 2, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	● Yes	○ No
Pedestrian Trip Generators	○ Yes	● No
Safety Concerns	○ Yes	● No
R9-3A "No Peds" Signs	○ Yes	● No
Existing Crosswalk	● Yes	○ No
Existing Sidewalk	● Yes	○ No
Existing Push Buttons	○ Yes	● No

ADT

Location Identification

Northbound

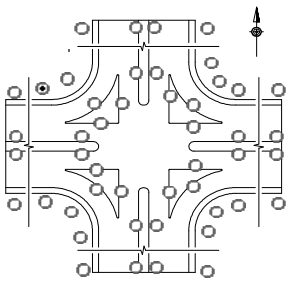
Front Street
**SR North - Segment*

Front Street
**SR South - Segment*

N/A
**SR East - Segment*

Federal Street
**SR West - Segment*

02
Location #



Investigated design alternatives	Why alternative was not selected
1) Shift ramp further West	Utility pole conflict
2) Shift ramp further East	Conflict with adjacent ramp
3) Extend ramp	Conflict with adjacent ramp

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: maximum longitudinal ramp slope of 8.33% and a maximum landing slope of 2.00%. The ramp was designed with a maximum longitudinal ramp slope of 10.49% and a maximum landing slope of 3.00%.

ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

Minnie Marie Vaughese 10.24.23
ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

Sunil Gills 10/24/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Front Street-Front Street-N/A-Federal Street-2-45201*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Front Street and Federal Street	Ramp 02

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 ramp further to the west; however shifting the curb ramp further to the west would create a conflict a utility pole conflict. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the east; however shifting the curb ramp further to the east would create a conflict with the adjacent curb ramp. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to extend the ramp; however extending the ramp would create a conflict with the adjacent curb ramp. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum longitudinal ramp slope of 8.33% and a maximum landing slope of 2.00%. It is technically infeasible to meet these requirements due to the steep sidewalk grades at the corner. The ramp has been designed with a maximum longitudinal ramp slope of 10.49% and a maximum landing slope of 3.00%. This design provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Front Street-Front Street-N/A-Federal Street-2-45201*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

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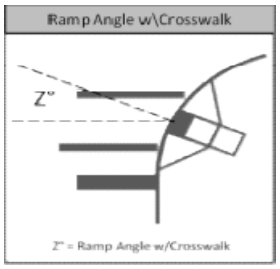
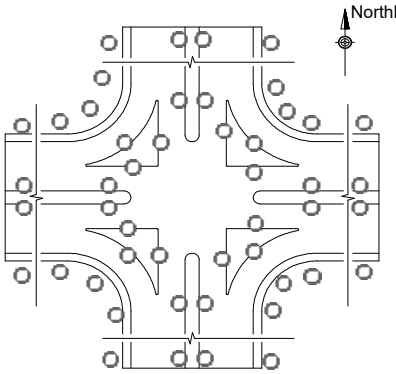
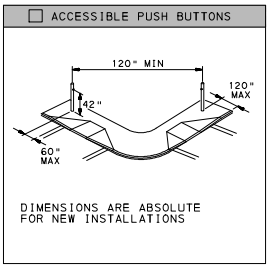
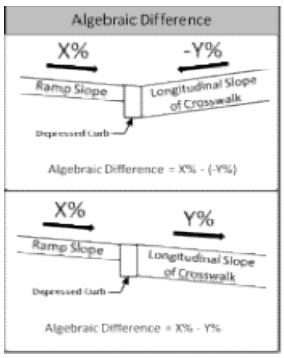
FEDERAL ST & S FRONT ST, PennDOT Location ID # 4

*Date of Design (yyyy mm dd)	2024	02	09			
Designer 1	Eric Long JJA					
Designer 2	Tyree Brown JJA					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	4.30	%	1.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	13.3			
Intersection Ramp # of #	2	6				
*Ramp Location (Use Figure Below)		04				
*Curb Ramp Type	Type 1					
*North Leg	S FRONT	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	FEDERAL	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S FRONT	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	FEDERAL	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-SFRONTSt-FEDERALSt-SFRONTSt-FEDERALSt-2024-02-09-4-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)			

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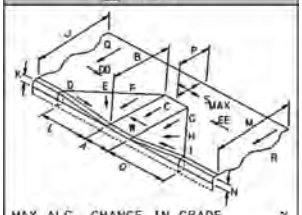
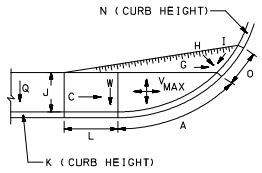
FEDERAL ST & S FRONT ST, PennDOT Location
ID # 4

☐ TYPE 1



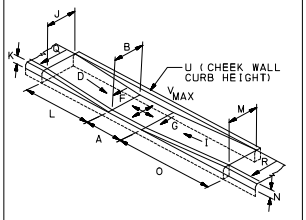
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



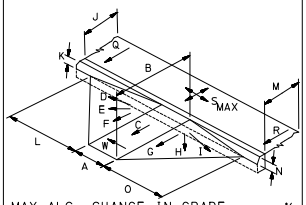
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



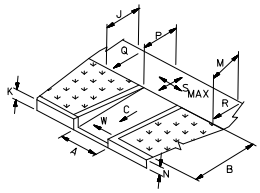
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



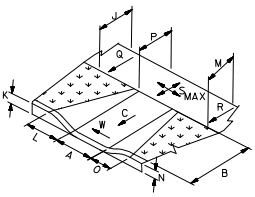
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



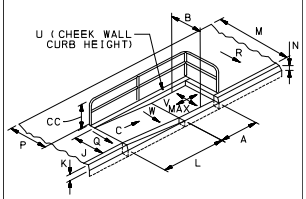
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



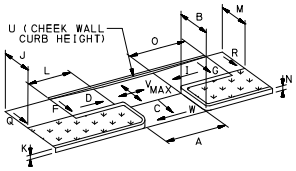
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



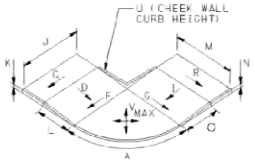
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



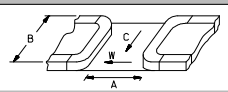
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

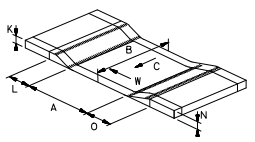
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	90	(IN)	
*	C	11.40	(%)	
*	D	6.20	(%)	
	E	999	(%)	Utility pole in path
*	F	8.30	(%)	
*	G	8.50	(%)	
	H	10.80	(%)	
*	I	7.70	(%)	
*	J	48	(IN)	
	K	3	(IN)	
	L	46	(IN)	
*	M	85	(IN)	
	N	3	(IN)	
	O	50	(IN)	
*	P	48	(IN)	
*	Q	3.00	(%)	
*	R	4.10	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	0.50	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	48	(IN)	
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.20	(%)	
*	EE	0.70	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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FEDERAL ST & S FRONT ST, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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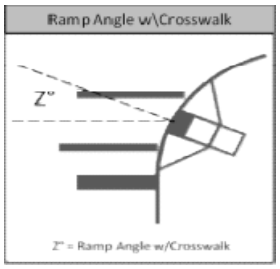
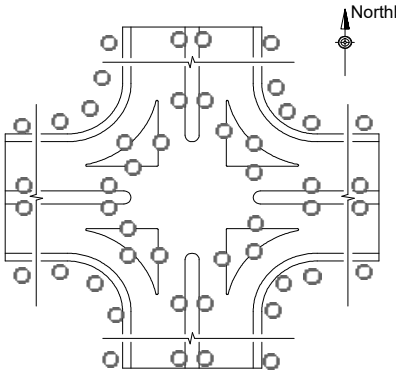
DEPARTMENT OF TRANSPORTATION

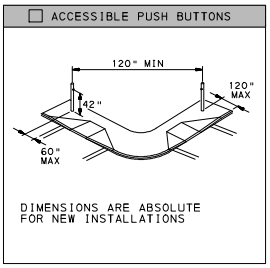
FEDERAL ST & S FRONT ST, PennDOT Location ID # 7

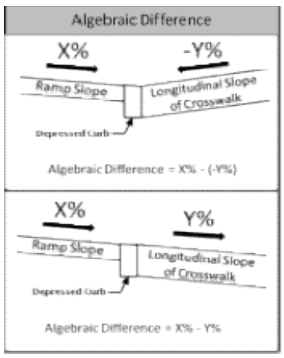
*Date of Design (yyyy mm dd)	2024	02	09		
Designer 1	Eric Long JJA				
Designer 2	Tyree Brown JJA				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	0.40	%	0.60	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	7.3		
Intersection Ramp # of #	3	6			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				

*North Leg	S FRONT	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	FEDERAL	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S FRONT	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	FEDERAL	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-SFRONTSt-FEDERALSt-SFRONTSt-FEDERALSt-2024-02-09-7-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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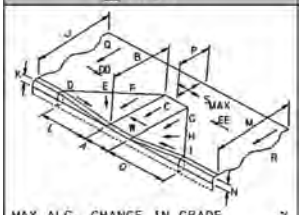
DEPARTMENT OF TRANSPORTATION

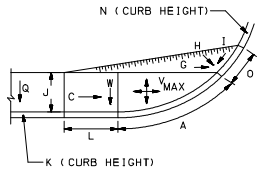
FEDERAL ST & S FRONT ST, PennDOT Location
ID # 7

☐ TYPE 1



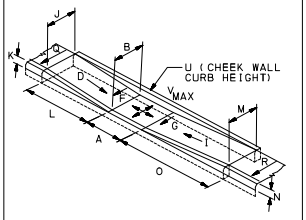
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



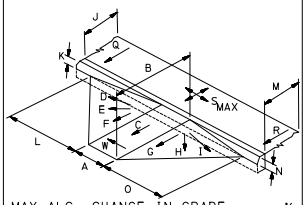
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



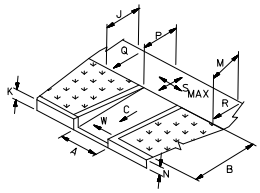
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



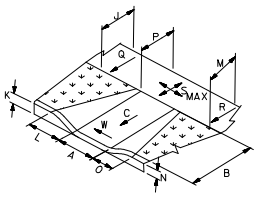
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



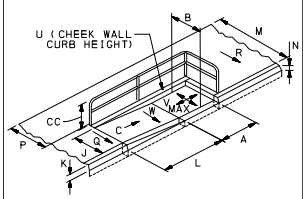
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



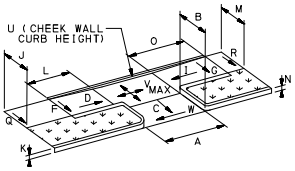
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



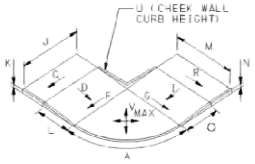
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



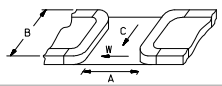
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

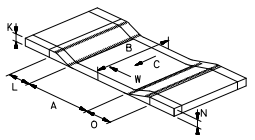
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	125	(IN)	
*	C	7.70	(%)	
*	D	6.70	(%)	
	E	7.60	(%)	
*	F	6.80	(%)	
*	G	5.90	(%)	
	H	8.40	(%)	
*	I	5.70	(%)	
*	J	150	(IN)	
	K	4	(IN)	
	L	50	(IN)	
*	M	150	(IN)	
	N	3	(IN)	
	O	48	(IN)	
*	P	48	(IN)	
*	Q	1.70	(%)	
*	R	2.40	(%)	
*	S	1.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	NO stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.20	(%)	
*	EE	1.30	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-SFRONTSt-FEDERALSt-SFRONTSt-FEDERALSt-2024-02-09-7-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

FEDERAL ST & S FRONT ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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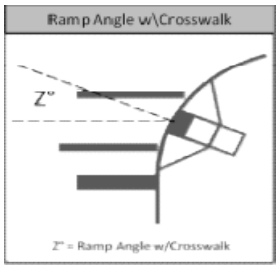
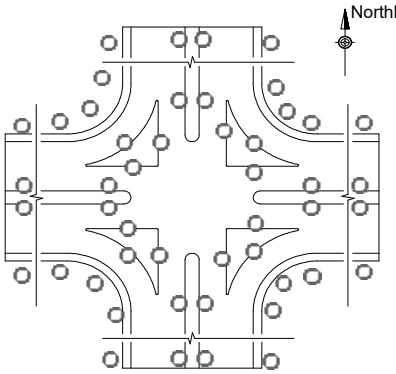
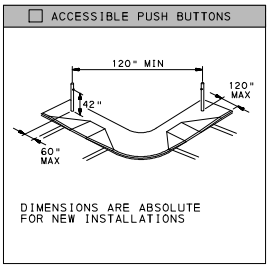
DEPARTMENT OF TRANSPORTATION

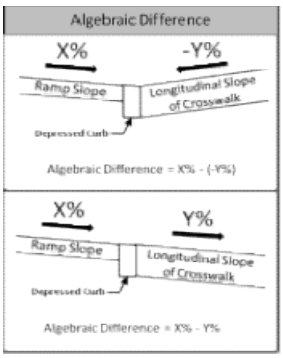
FEDERAL ST & S FRONT ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)		2024	02	09		
Designer 1		Eric Long JJA				
Designer 2		Tyree Brown JJA				
*Engineering District Code		06 - District 6-0				
*County Name		Philadelphia				
*County Code (auto)		101				
*Municipality Name		Philadelphia City				
*Municipality Code (auto)		60000				
Construction Phase		Constructed				
Ramp Crosses		Local Road				
Photo Log Number		N/A				
Number of Photos		2				
Ramp Surface		Concrete				
Surface Stable, Firm, and Slip Resistant		YES				
Elevation Differences > 1/4"		NO		(X/16")		
Grate Openings or Gaps > 1/2"		NO		(X/16")		
Utilities in Path of Travel		NO				
Water Ponding in Path of Travel		NO				
Detectable Warning Surface (DWS)		YES				
DWS type		Cast Iron				
Pedestrian Crossing and Type		YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path		YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp		5.30	%	1.00	%	
Turning Maneuver in Street		NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)		YES	Comments:			
ECMS #		Alg Δ Grade (%)	10.8			
Intersection Ramp # of #		4	6			
*Ramp Location (Use Figure Below)			14			
*Curb Ramp Type	Type 1					
*North Leg	S FRONT	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	FEDERAL	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S FRONT	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	FEDERAL	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







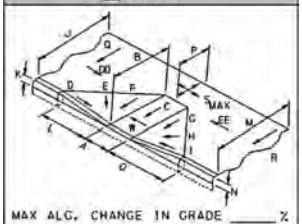


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons		N/A		
Sketch Used To Collect Field Information		No		
Asset # (auto)	C-06-101-60000-SFRONTSt-FEDERALSt-SFRONTSt-FEDERALSt-2024-02-09-14-Type1			
Status	Current			
Archive Ramp at location #:		N/A		
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

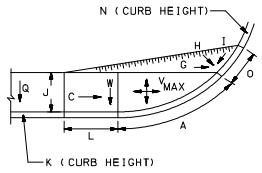
FEDERAL ST & S FRONT ST, PennDOT Location
ID # 14

☐ TYPE 1



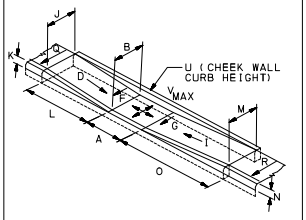
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



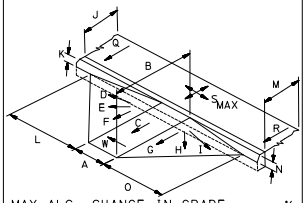
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



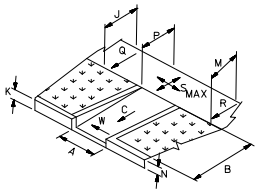
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



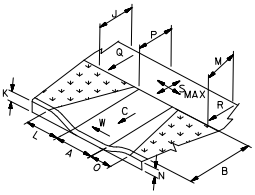
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



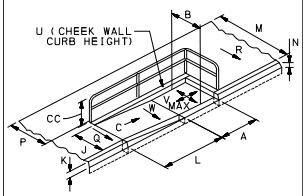
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



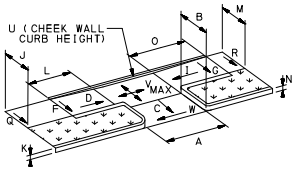
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



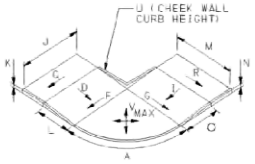
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



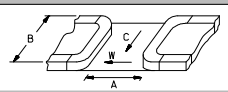
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

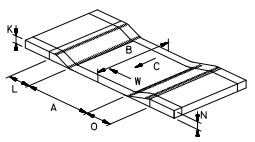
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	116	(IN)
*	C	6.00	(%)
*	D	7.70	(%)
	E	8.60	(%)
*	F	5.70	(%)
*	G	5.10	(%)
	H	10.60	(%)
*	I	8.90	(%)
*	J	150	(IN)
	K	3	(IN)
	L	48	(IN)
*	M	150	(IN)
	N	3	(IN)
	O	44	(IN)
*	P	48	(IN)
*	Q	1.80	(%)
*	R	2.60	(%)
*	S	1.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.80	(%)
*	EE	0.80	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

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DEPARTMENT OF TRANSPORTATION

FEDERAL ST & S FRONT ST, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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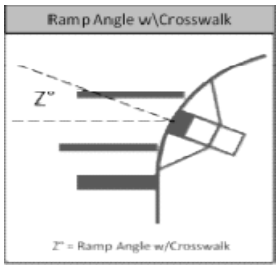
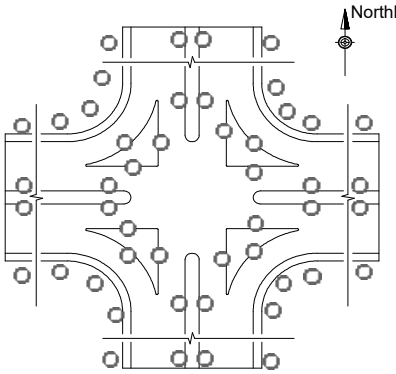
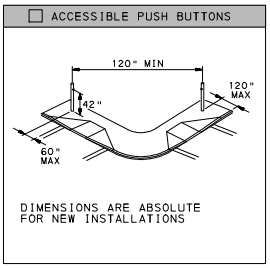
DEPARTMENT OF TRANSPORTATION

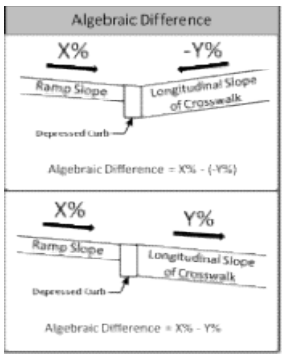
FEDERAL ST & S FRONT ST, PennDOT Location ID # 17

*Date of Design (yyyy mm dd)	2024	06	19			
Designer 1	ERIC LONG JJA					
Designer 2	- -					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	4.40	%	0.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		5	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	4.6			
Intersection Ramp # of #	5	6				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 2					
*North Leg	S FRONT	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	FEDERAL	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S FRONT	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	FEDERAL	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







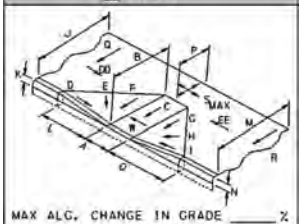


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-SFRONTSt-FEDERALSt-SFRONTSt-FEDERALSt-2024-06-19-17-Type2			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)			

pennsylvania
DEPARTMENT OF TRANSPORTATION

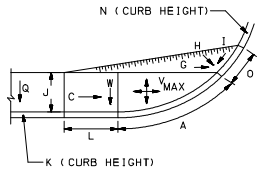
FEDERAL ST & S FRONT ST, PennDOT Location
ID # 17

☐ TYPE 1



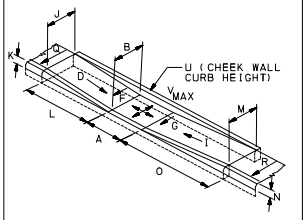
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



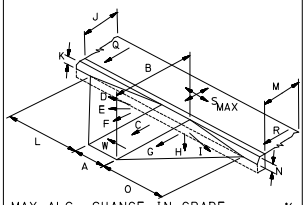
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



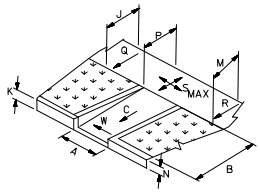
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



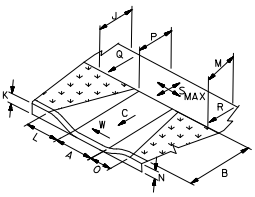
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



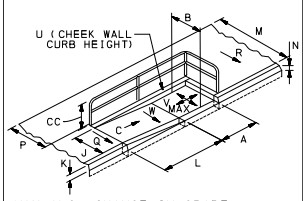
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



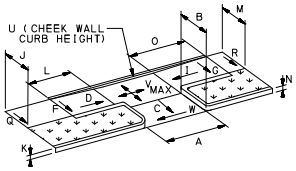
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



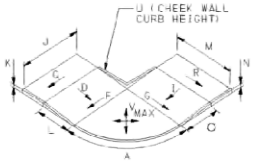
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



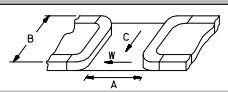
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

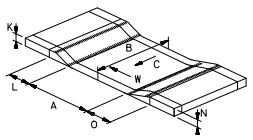
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN

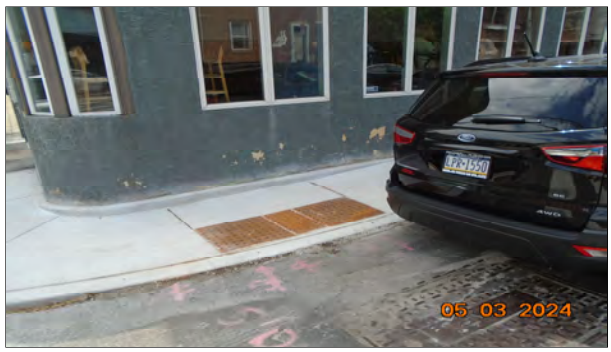


	"0.00" inches or %			Comments
*	A	60	(IN)	
*	B	88	(IN)	
*	C		(%)	
*	D	0.50	(%)	
	E		(%)	
*	F	4.60	(%)	
*	G	4.10	(%)	
	H		(%)	
*	I	0.30	(%)	
*	J	88	(IN)	
	K	4	(IN)	
	L	86	(IN)	
*	M	88	(IN)	
	N	3	(IN)	
	O	82	(IN)	
*	P		(IN)	
*	Q	3.00	(%)	
*	R	4.00	(%)	
*	S		(%)	
	T		(IN)	
	U	4	(IN)	
*	V	5.10	(%)	
*	W		(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	-
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD		(%)	
*	EE		(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-SFRONTSt-FEDERALSt-SFRONTSt-FEDERALSt-2024-06-19-17-Type2

pennsylvania
DEPARTMENT OF TRANSPORTATION

FEDERAL ST & S FRONT ST, PennDOT Location ID # 17



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Front Street and Federal Street	Ramp 17

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3898

Submitter Information

Submitted By:	Anton Kuhner, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	425 Commerce drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	May 23, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	○ Yes	○ No
Pedestrian Trip Generators	○ Yes	○ No
Safety Concerns	○ Yes	○ No
R9-3A "No Peds" Signs	○ Yes	○ No
Existing Crosswalk	○ Yes	○ No
Existing Sidewalk	○ Yes	○ No
Existing Push Buttons	○ Yes	○ No

ADT

Location Identification

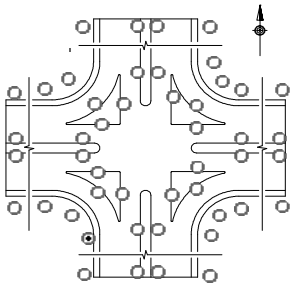
Front Street
**SR North - Segment*

Front Street
**SR South - Segment*

N/A
**SR East - Segment*

Federal Street
**SR West - Segment*

17
Location #



Investigated design alternatives	Why alternative was not selected
1) Locate type 2 curb ramp further north	TIF still required; curbline slopes decrease in this direction
2) Locate type 2 curb ramp further south	Conflict with existing step
3) Build up pavement adjustment	Not feasible

Alternative selected and description of what requirement is not met

A type 2 curb ramp is designed at this location. The following requirement(s) are not met: maximum longitudinal ramp slope of 2.00%. The ramp was designed with a maximum longitudinal ramp slope of 5.16%.

ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

Minnie Marie Vazquez 10.24.23
ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

Sunil Gill 10/24/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Front Street-Front Street-N/A-Federal Street-17-45069*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Front Street and Federal Street	Ramp 17

Investigated Design Alternative #1

Consideration was given to locate the proposed type 2 ramp further to the north; however shifting the curb ramp further to the north would still require a TIF due to the curbline slopes decreasing in this direction. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 2 ramp further to the south; however shifting the curb ramp further to the south would create a conflict with the existing step at the corner. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to build up the pavement adjustment; however building up the pavement adjustment is not feasible in order to maintain reasonable curbline slopes toward the existing stormwater inlet at the corner. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 2 curb ramps have a maximum longitduinal ramp slope of 2.00%. It is technically infeasible to meet this requirement due to the close proximity of an existing step at the corner. The ramp has been designed with a maximum longitudinal ramp slope of 5.16%. This design provides access to the maximum extent feasible.

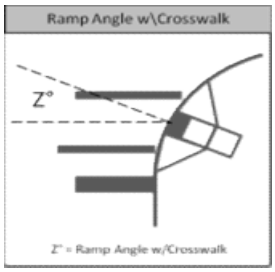
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Front Street-Front Street-N/A-Federal Street-17-4506*

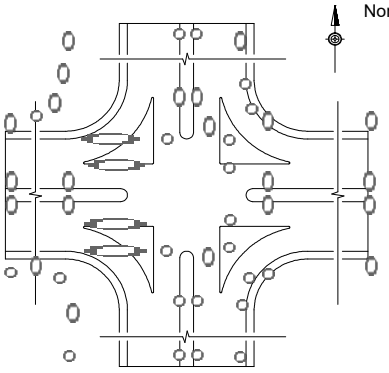
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

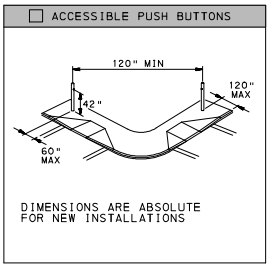
pennsylvania DEPARTMENT OF TRANSPORTATION

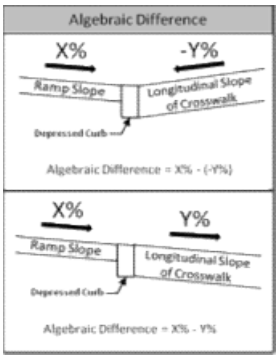
ELLSWORTH ST & S FRONT ST, PennDOT
Location ID # 2

*Date of Design (yyyy mm dd)	2024	02	09			
Designer 1	Eric Long JJA					
Designer 2	Tyree Brown JJA					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	NO					
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.10	%	0.30	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		13	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.1			
Intersection Ramp # of #	1	3				
*Ramp Location (Use Figure Below)	02					
*Curb Ramp Type	Type 1					
*North Leg	S FRONT	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	ELLSWORTH	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S FRONT	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	ELLSWORTH	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







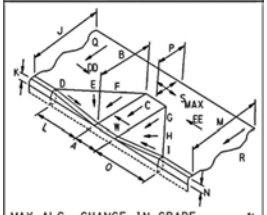


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-SFRONTSt-ELLSWORTHSt-SFRONTSt-ELLSWORTHSt-2024-02-09-2-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

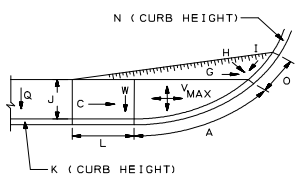
ELLSWORTH ST & S FRONT ST, PennDOT
Location ID # 2

☐ TYPE 1



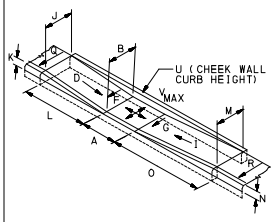
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



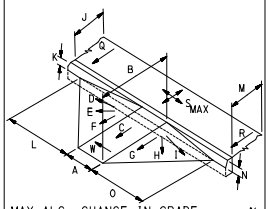
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



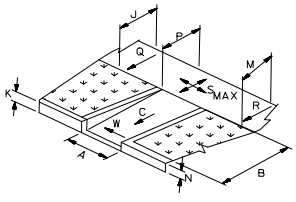
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



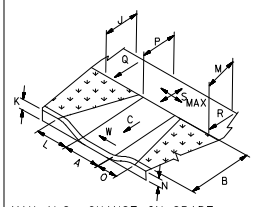
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



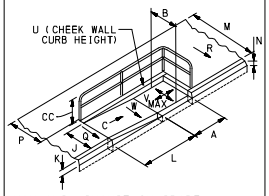
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



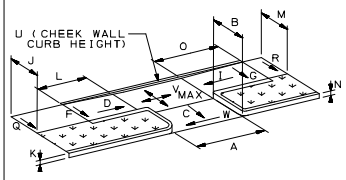
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



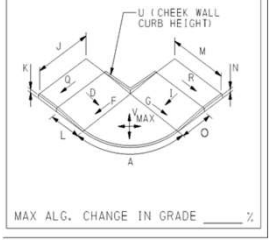
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



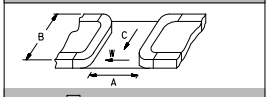
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

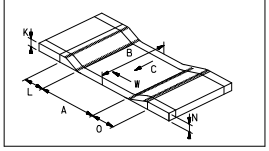
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	58	(IN)
*	C	7.30	(%)
*	D	7.80	(%)
	E	8.70	(%)
*	F	6.80	(%)
*	G	6.30	(%)
	H	8.60	(%)
*	I	7.00	(%)
*	J	48	(IN)
	K	3	(IN)
	L	50	(IN)
*	M	120	(IN)
	N	3	(IN)
	O	30	(IN)
*	P	48	(IN)
*	Q	2.50	(%)
*	R	2.20	(%)
*	S	1.40	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY		(IN)
*	Z		(IN)
*	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	5.00	(%)
*	EE	4.80	(%)

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments

pennsylvania
DEPARTMENT OF TRANSPORTATION

ELLSWORTH ST & S FRONT ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

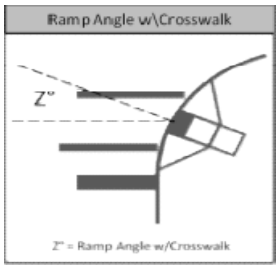
Insert Picture 3

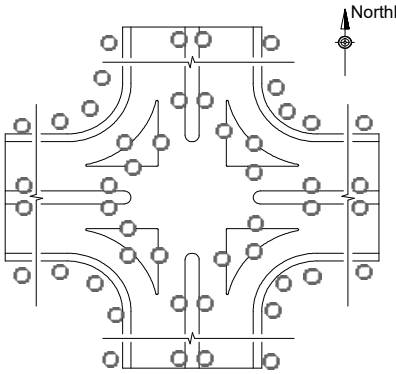
Insert Picture 6

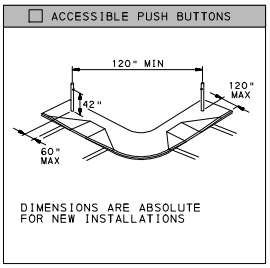
pennsylvania
DEPARTMENT OF TRANSPORTATION

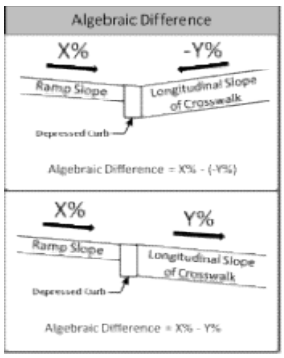
ELLSWORTH ST & S FRONT ST, PennDOT
Location ID # 4

*Date of Design (yyyy mm dd)	2024	02	09			
Designer 1	Eric Long JJA					
Designer 2	Tyree Brown JJA					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	4.10	%	1.80	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		7	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	11.3			
Intersection Ramp # of #	2	3				
*Ramp Location (Use Figure Below)		04				
*Curb Ramp Type	Type 1					
*North Leg	S FRONT	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	ELLSWORTH	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S FRONT	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	ELLSWORTH	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







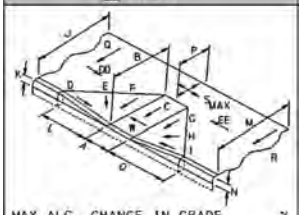


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-SFRONTSt-ELLSWORTHSt-SFRONTSt-ELLSWORTHSt-2024-02-09-4-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

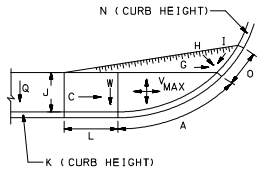
ELLSWORTH ST & S FRONT ST, PennDOT
Location ID # 4

☐ TYPE 1



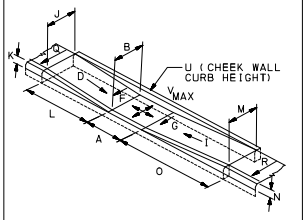
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



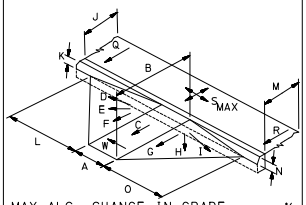
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



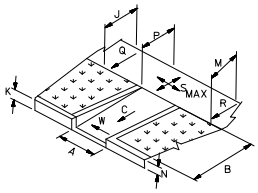
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



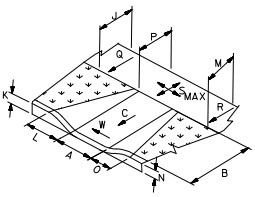
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



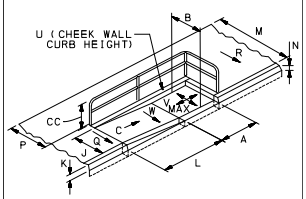
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



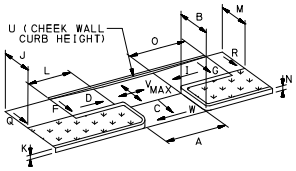
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



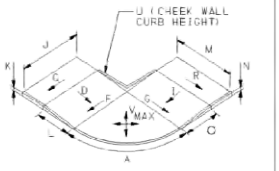
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



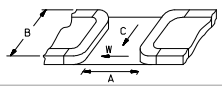
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

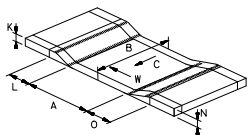
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	51	(IN)	
*	C	7.20	(%)	
*	D	6.00	(%)	
	E	7.90	(%)	
*	F	8.10	(%)	
*	G	7.50	(%)	
	H	9.80	(%)	
*	I	8.10	(%)	
*	J	48	(IN)	
	K	3	(IN)	
	L	46	(IN)	
*	M	120	(IN)	
	N	3	(IN)	
	O	50	(IN)	
*	P	48	(IN)	
*	Q	2.50	(%)	
*	R	2.20	(%)	
*	S	1.40	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.00	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	No stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	5.00	(%)	
*	EE	4.80	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-SFRONTSt-ELLSWORTHSt-SFRONTSt-ELLSWORTHSt-2024-02-09-4-Type1

pennsylvania
DEPARTMENT OF TRANSPORTATION

ELLSWORTH ST & S FRONT ST, PennDOT Location ID # 4

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

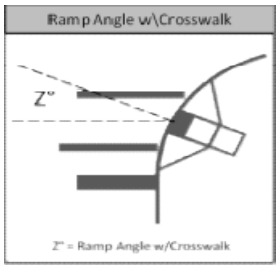
Insert Picture 3

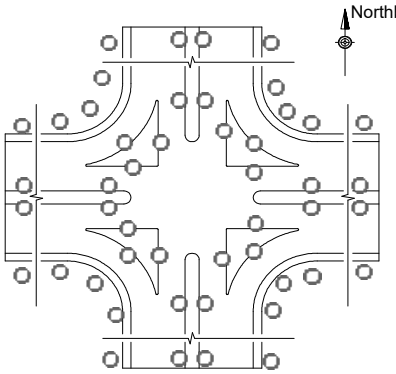
Insert Picture 6

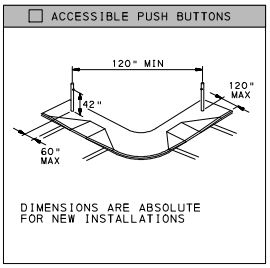
pennsylvania
DEPARTMENT OF TRANSPORTATION

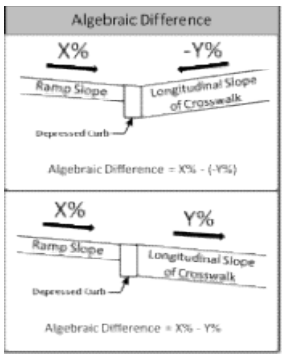
ELLSWORTH ST & S FRONT ST, PennDOT
Location ID # 7

*Date of Design (yyyy mm dd)	2024	02	09			
Designer 1	Eric Long JJA					
Designer 2	Tyree Brown JJA					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	3.80	%	0.30	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	11.4			
Intersection Ramp # of #	3	3				
*Ramp Location (Use Figure Below)		07				
*Curb Ramp Type	Type 1					
*North Leg	S FRONT	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	ELLSWORTH	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S FRONT	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	ELLSWORTH	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







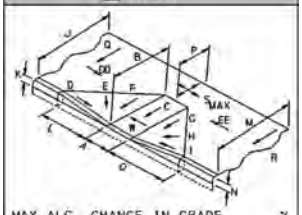


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-SFRONTSt-ELLSWORTHSt-SFRONTSt-ELLSWORTHSt-2024-02-09-7-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

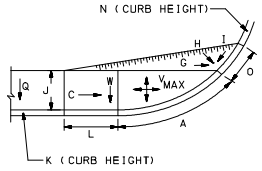
ELLSWORTH ST & S FRONT ST, PennDOT
Location ID # 7

☐ TYPE 1



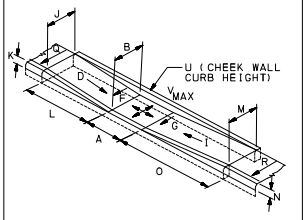
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



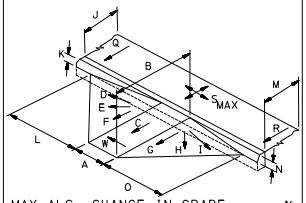
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



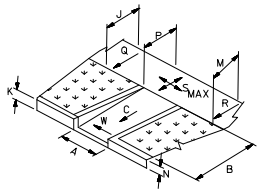
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



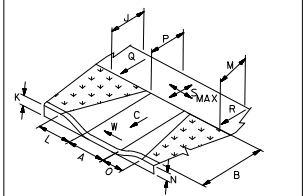
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



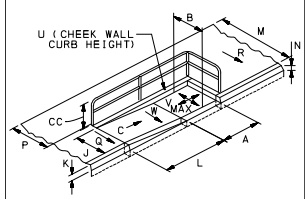
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



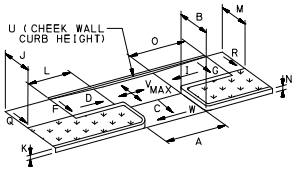
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



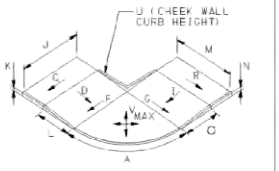
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



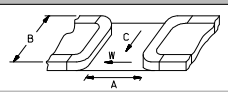
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

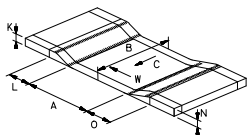
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	80	(IN)	
*	C	8.20	(%)	
*	D	9.10	(%)	
	E	999	(%)	Utility pole in the way
*	F	7.70	(%)	
*	G	8.10	(%)	
	H	10.80	(%)	
*	I	8.20	(%)	
*	J	110	(IN)	
	K	4	(IN)	
	L	46	(IN)	
*	M	150	(IN)	
	N	4	(IN)	
	O	50	(IN)	
*	P	48	(IN)	
*	Q	3.00	(%)	
*	R	2.80	(%)	
*	S	1.10	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.60	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	NO stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.30	(%)	
*	EE	2.50	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-SFRONTSt-ELLSWORTHSt-SFRONTSt-ELLSWORTHSt-2024-02-09-7-Type1

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DEPARTMENT OF TRANSPORTATION

ELLSWORTH ST & S FRONT ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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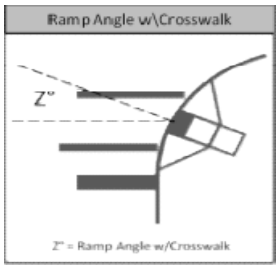
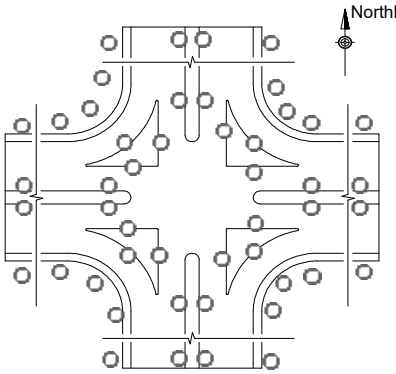
DEPARTMENT OF TRANSPORTATION

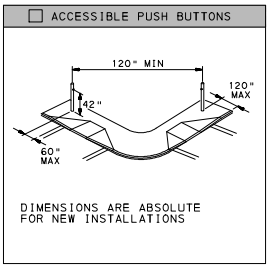
S FRONT ST & LEAGUE ST, PennDOT Location ID # 2

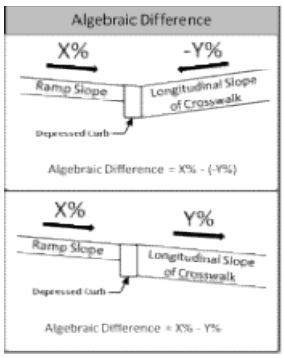
*Date of Design (yyyy mm dd)	2024	02	15		
Designer 1	ERIC LONG JJA				
Designer 2	- -				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Ex-Surveyed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	0.20	%	0.70	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	7.4		
Intersection Ramp # of #	1	1			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				

*North Leg	S FRONT	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	LEAGUE	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S FRONT	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	LEAGUE	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







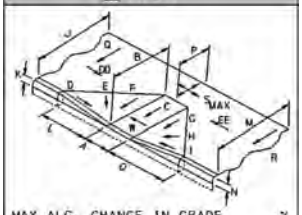


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-SFRONTSt-LEAGUESt-SFRONTSt-LEAGUESt-2024-02-15-2-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

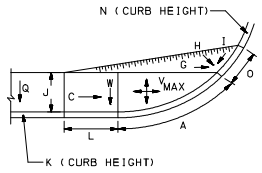
S FRONT ST & LEAGUE ST, PennDOT Location ID # 2

☐ TYPE 1



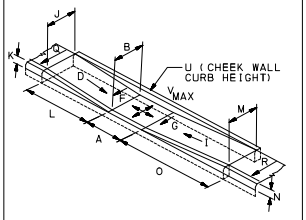
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



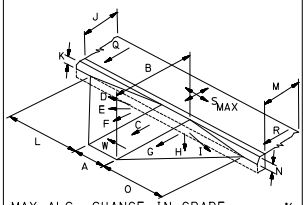
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



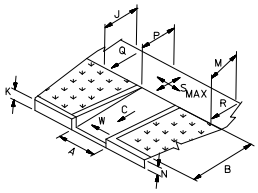
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



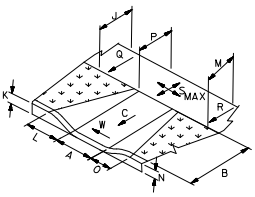
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



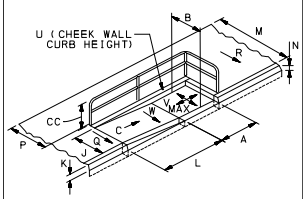
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



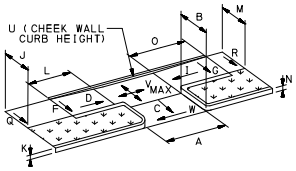
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



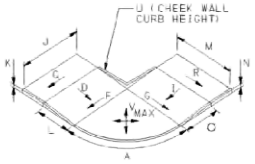
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



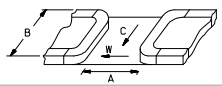
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

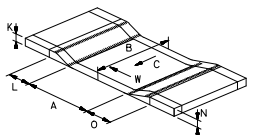
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	72	(IN)	
*	C	7.20	(%)	
*	D	999	(%)	-
	E	999	(%)	-
*	F	999	(%)	-
*	G	7.50	(%)	
	H	999	(%)	-
*	I	6.60	(%)	
*	J	65	(IN)	
	K	4	(IN)	
	L	12	(IN)	
*	M	75	(IN)	
	N	4	(IN)	
	O	65	(IN)	
*	P	48	(IN)	
*	Q	1.80	(%)	
*	R	1.70	(%)	
*	S	1.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	-
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.60	(%)	
*	EE	3.60	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

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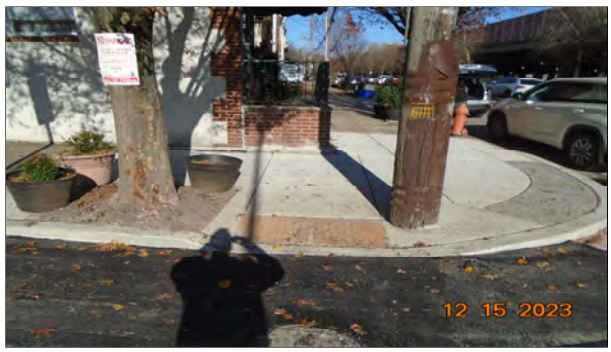
DEPARTMENT OF TRANSPORTATION

S FRONT ST & LEAGUE ST, PennDOT Location ID # 2



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

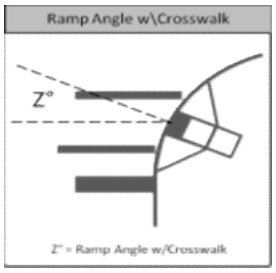
Insert Picture 3

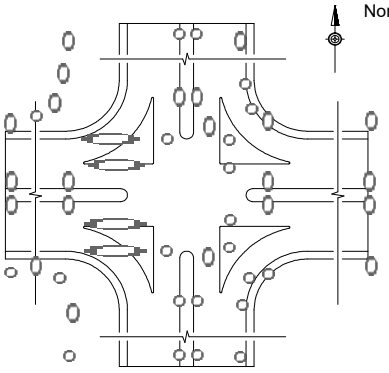
Insert Picture 6

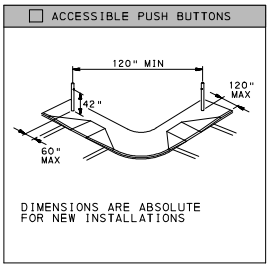
pennsylvania DEPARTMENT OF TRANSPORTATION

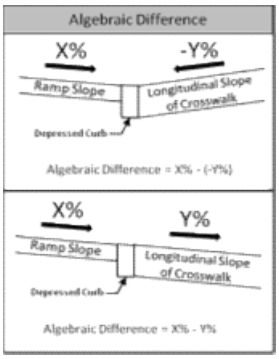
CHRISTIAN ST & S FRONT ST, PennDOT Location
ID # 17

*Date of Design (yyyy mm dd)	2024	06	07	
Designer 1	ERIC LONG JJA			
Designer 2	- -			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Photo Log Number	N/A			
Number of Photos	2			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	YES			
Elevation Differences > 1/4"	NO		(X/16")	
Grate Openings or Gaps > 1/2"	NO		(X/16")	
Utilities in Path of Travel	NO			
Water Ponding in Path of Travel	NO			
Detectable Warning Surface (DWS)	YES			
DWS type	Cast Iron			
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk		
Ramp Leads to Accessible Path	YES	Crossing Control Type	Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	4.40	%	0.10	%
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk	12	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:		
ECMS #		Alg Δ Grade (%)	11.0	
Intersection Ramp # of #		5	6	
*Ramp Location (Use Figure Below)			17	
*Curb Ramp Type	Type 1			
*North Leg	S FRONT	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	CHRISTIAN	(segment)	(offset)	
*East Leg Desc.	St			
*South Leg	S FRONT	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	CHRISTIAN	(segment)	(offset)	
*West Leg Desc.	St			
Ramp Coordinates	Latitude			
	Longitude			







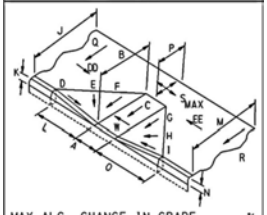


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-SFRONTSt-CHRISTIANSt-SFRONTSt-CHRISTIANSt-2024-06-07-17-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

pennsylvania DEPARTMENT OF TRANSPORTATION

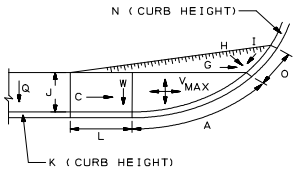
CHRISTIAN ST & S FRONT ST, PennDOT Location
ID # 17

☐ TYPE 1



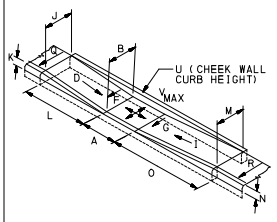
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



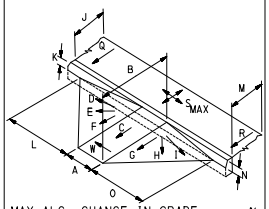
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



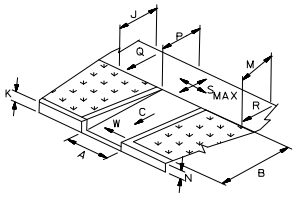
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



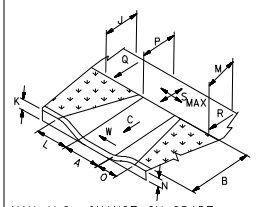
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



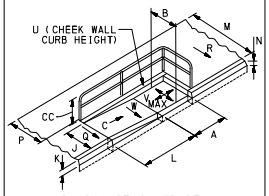
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



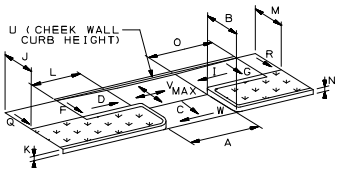
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



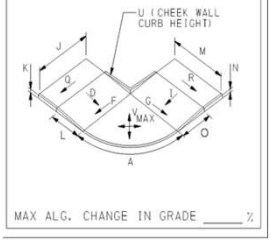
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



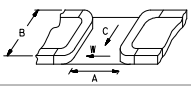
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

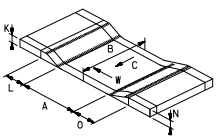
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	64	(IN)
*	C	6.60	(%)
*	D	5.90	(%)
	E	999	(%)
*	F	6.40	(%)
*	G	6.80	(%)
	H	4.50	(%)
*	I	4.60	(%)
*	J	75	(IN)
	K	4	(IN)
	L	44	(IN)
*	M	60	(IN)
	N	3	(IN)
	O	38	(IN)
*	P	68	(IN)
*	Q	2.80	(%)
*	R	1.80	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.60	(%)
*	EE	4.80	(%)

Comments

-

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

C-06-101-60000-SFRONTSt-CHRISTIANSt-SFRONTSt-CHRISTIANSt-2024-06-07-17-Type1

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CHRISTIAN ST & S FRONT ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Front Street and Christian Street	Ramp 17

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [x] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3898

Submitter Information

Submitted By:	Anton Kuhner, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	425 Commerce drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	October 2, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	● Yes	○ No
Pedestrian Trip Generators	○ Yes	● No
Safety Concerns	○ Yes	● No
R9-3A "No Peds" Signs	○ Yes	● No
Existing Crosswalk	● Yes	○ No
Existing Sidewalk	● Yes	○ No
Existing Push Buttons	○ Yes	● No

ADT

Location Identification

Northbound

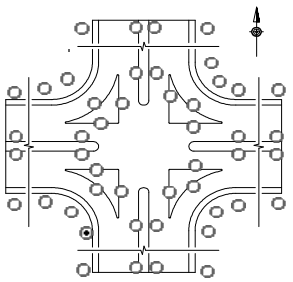
Front Street
**SR North - Segment*

Front Street
**SR South - Segment*

Christian Street
**SR East - Segment*

Christian Street
**SR West - Segment*

17
Location #



Investigated design alternatives	Why alternative was not selected
1) Shift ramp further North	Conflict with adjacent ramp
2) Shift ramp further South	Stormwater inlet conflict
3) Extend ramp	Conflict with adjacent ramp

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: maximum longitudinal ramp slope of 8.33% and a maximum landing slope of 2.00%. The ramp was designed with a maximum longitudinal ramp slope of 8.50% and a maximum landing slope of 2.13%.

ADA Review Committee Recommendation

☑ Approved
○ Denied

Minnu Marie Varghese 10.24.23
ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved
○ Denied

Sunil Gill 10/24/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Front Street-Front Street-Christian Street-Christian Street-17-45201*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Front Street and Christian Street	Ramp 17

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 ramp further to the north; however shifting the curb ramp further to the north would create a conflict with the adjacent curb ramp. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the south; however shifting the curb ramp further to the south would create a conflict with the existing stormwater inlet. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to extend the ramp; however extending the ramp would create a conflict with the adjacent curb ramp. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum longitudinal ramp slope of 8.33% and a maximum landing slope of 2.00%. It is technically infeasible to meet these requirements due to the steep sidewalk grades at the corner. The ramp has been designed with a maximum longitudinal ramp slope of 8.50% and a maximum landing slope of 2.13%. This design provides access to the maximum extent feasible.

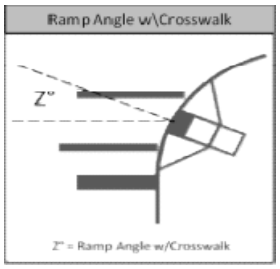
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Front Street-Front Street-Christian Street-Christian St*

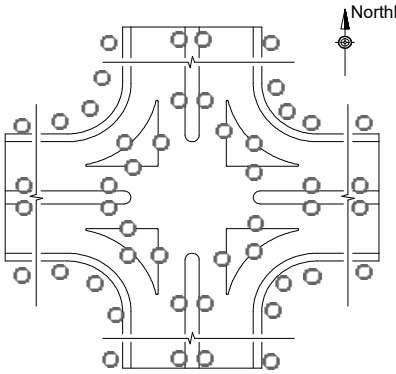
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

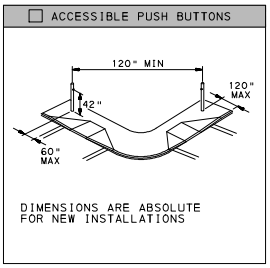
pennsylvania
DEPARTMENT OF TRANSPORTATION

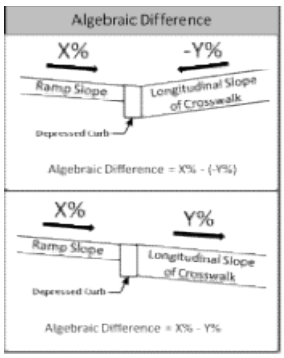
CHRISTIAN ST & S FRONT ST, PennDOT Location
ID # 19

*Date of Design (yyyy mm dd)	2024	06	07			
Designer 1	ERIC LONG JJA					
Designer 2	- -					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.50	%	0.40	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		5	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	13.3			
Intersection Ramp # of #	6	6				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	S FRONT	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	CHRISTIAN	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S FRONT	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	CHRISTIAN	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







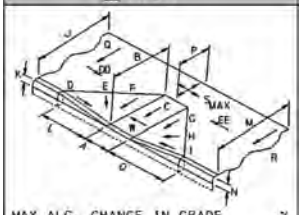


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-SFRONTSt-CHRISTIANSt-SFRONTSt-CHRISTIANSt-2024-06-07-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

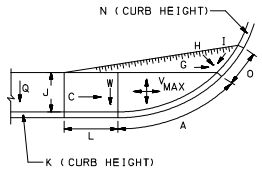
CHRISTIAN ST & S FRONT ST, PennDOT Location
ID # 19

☐ TYPE 1



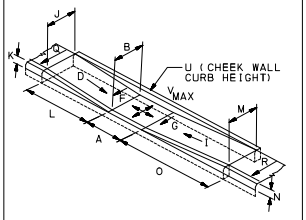
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



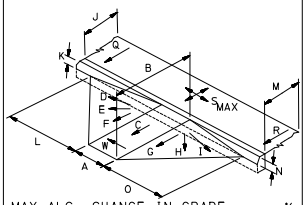
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



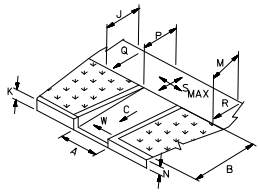
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



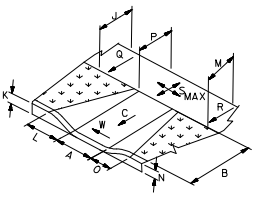
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



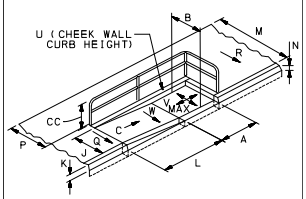
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



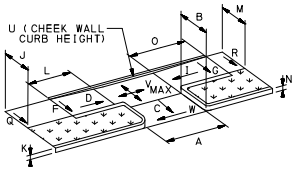
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



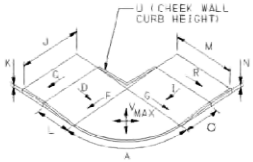
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



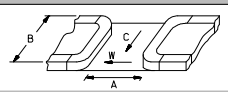
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

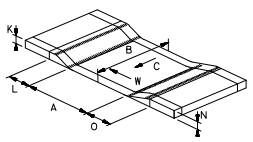
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	54	(IN)
*	C	10.80	(%)
*	D	9.20	(%)
	E	11.00	(%)
*	F	10.80	(%)
*	G	11.20	(%)
	H	11.80	(%)
*	I	4.80	(%)
*	J	75	(IN)
	K	3	(IN)
	L	36	(IN)
*	M	60	(IN)
	N	5	(IN)
	O	58	(IN)
*	P	64	(IN)
*	Q	2.80	(%)
*	R	1.80	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.10	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	60	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.60	(%)
*	EE	4.80	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

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CHRISTIAN ST & S FRONT ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Front Street and Christian Street	Ramp 19

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan**	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [x] Existing Utilities
- [x] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

***District:**	06
***County:**	Philadelphia
***Twshp/Boro:**	Philadelphia City
City Bid #	3898

Submitter Information

Submitted By:	Anton Kuhner, P.E.
***Submitter Company:**	McMahon, a Bowman company
Street Address	425 Commerce drive, Suite 200
City State Zip	Fort Washington, PA 19034
Telephone	215-283-9444
***Date Submitted:**	May 23, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	● Yes	○ No
Pedestrian Trip Generators	○ Yes	● No
Safety Concerns	○ Yes	● No
R9-3A "No Peds" Signs	○ Yes	● No
Existing Crosswalk	● Yes	○ No
Existing Sidewalk	● Yes	○ No
Existing Push Buttons	○ Yes	● No

ADT

Location Identification

Northbound

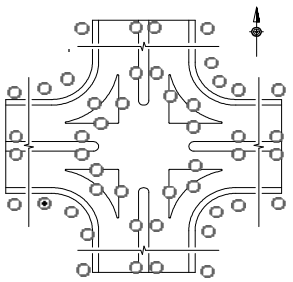
Front Street
**SR North - Segment*

Front Street
**SR South - Segment*

Christian Street
**SR East - Segment*

Christian Street
**SR West - Segment*

19
Location #



Investigated design alternatives	Why alternative was not selected
1) Locate Type 1 curb ramp further west	Conflict with existing inlet
2) Locate Type 1 curb ramp further east	Conflict with adjacent ramp
3) Extend ramp	Conflict with adjacent ramp

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: maximum longitudinal ramp slope of 8.33%, a maximum landing slope of 2.00%, and a maximum DWS transition strip slope of 5.00%. The ramp was designed with a maximum longitudinal ramp slope of 12.74%, a maximum landing slope of 2.13%, and a maximum DWS transition strip slope of 11.50%.

ADA Review Committee Recommendation

- [x] Approved
- [ ] Denied

Mirna Marie Varghese 10.24.23
ADA Review Committee Chair - Date

ADE of Design Approval Status

- [x] Approved
- [ ] Denied

Sunil Gill 10/24/2023
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Front Street-Front Street-Christian Street-Christian Street-19-45069*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Front Street and Christian Street	Ramp 19

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 ramp further to the west; however shifting the curb ramp further to the west would create a conflict with the exisitng stormwater inlet at the corner. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 ramp further to the east; however shifting the curb ramp further to the east would create a conflict with the adjacent ramp. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to extend the ramp; however extending the ramp would create a conflict with the adjacent curb ramp. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum longitudinal ramp slope of 8.33%, a maximum landing slope of 2.00%, and a maximum DWS transition strip slope of 5.00%. It is technically infeasible to meet these requirements due to the steep sidewalk grades at the corner. The ramp has been designed with a maximum longitudinal ramp slope of 12.74%, a maximum landing slope of 2.13%, and a maximum DWS transition strip slope of 11.50%. This design provides access to the maximum extent feasible.

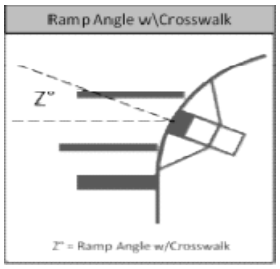
TIF #:	*TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Front Street-Front Street-Christian Street-Christian St*

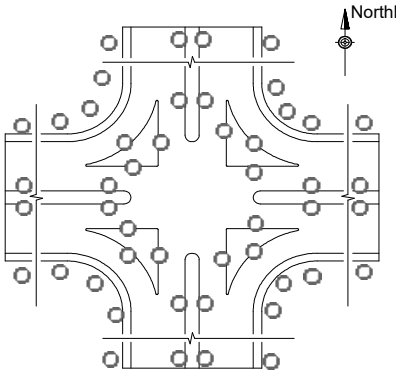
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

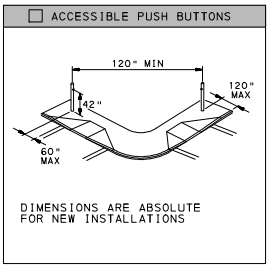
pennsylvania
DEPARTMENT OF TRANSPORTATION

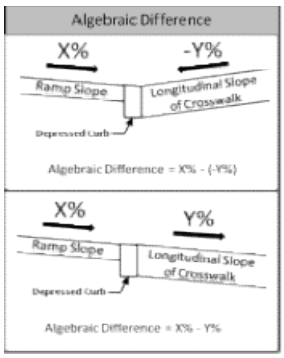
FERNON ST & S FRONT ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)		2024	02	09		
Designer 1		Eric Long JJA				
Designer 2		Tyree Brown JJA				
*Engineering District Code		06 - District 6-0				
*County Name		Philadelphia				
*County Code (auto)		101				
*Municipality Name		Philadelphia City				
*Municipality Code (auto)		60000				
Construction Phase		Constructed				
Ramp Crosses		Local Road				
Photo Log Number		N/A				
Number of Photos		2				
Ramp Surface		Concrete				
Surface Stable, Firm, and Slip Resistant		YES				
Elevation Differences > 1/4"		NO		(X/16")		
Grate Openings or Gaps > 1/2"		NO		(X/16")		
Utilities in Path of Travel		NO				
Water Ponding in Path of Travel		NO				
Detectable Warning Surface (DWS)		YES				
DWS type		Cast Iron				
Pedestrian Crossing and Type		YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path		YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp		2.60	%	1.20	%	
Turning Maneuver in Street		NO	Ramp Angle with Crosswalk		15	degrees
Turning Maneuver at Top of Ramp (Smax)		YES	Comments:			
ECMS #		Alg Δ Grade (%)	9.1			
Intersection Ramp # of #		1	2			
*Ramp Location (Use Figure Below)			02			
*Curb Ramp Type	Type 1					
*North Leg	S FRONT	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	FERNON	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg		(segment)	(offset)			
*South Leg Desc.						
*West Leg		(segment)	(offset)			
*West Leg Desc.						
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons		N/A		
Sketch Used To Collect Field Information		No		
Asset # (auto)	C-06-101-60000-SFRONTSt-FERNONSt-2024-02-09-2-Type1			
Status	Current			
Archive Ramp at location #:		N/A		
Level of Service	Meets RC-67M			

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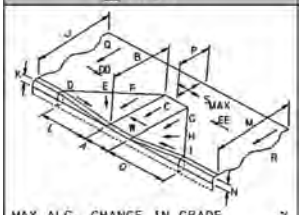
DEPARTMENT OF TRANSPORTATION

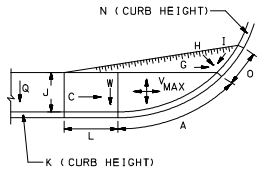
FERNON ST & S FRONT ST, PennDOT Location
ID # 2

☐ TYPE 1



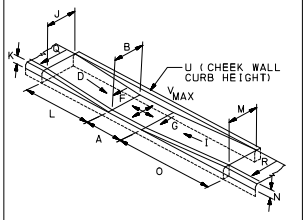
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



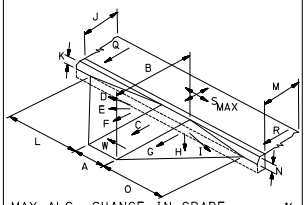
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



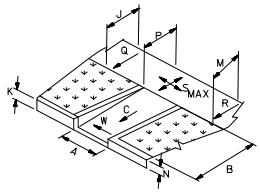
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



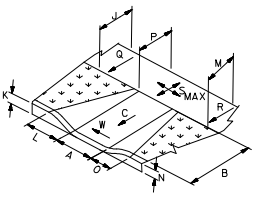
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



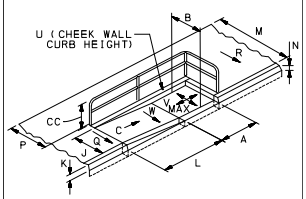
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



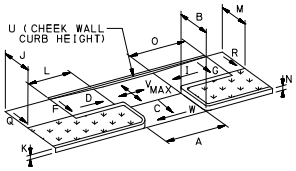
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



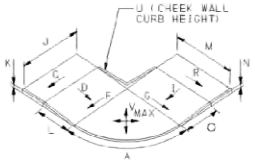
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



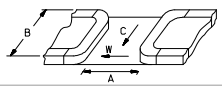
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

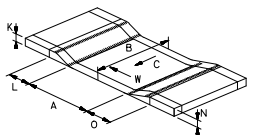
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	50	(IN)
*	C	6.50	(%)
*	D	8.80	(%)
	E	50.00	(%)
*	F	7.20	(%)
*	G	4.60	(%)
	H	5.70	(%)
*	I	5.10	(%)
*	J	60	(IN)
	K	3	(IN)
	L	48	(IN)
*	M	220	(IN)
	N	3	(IN)
	O	52	(IN)
*	P	48	(IN)
*	Q	0.80	(%)
*	R	2.20	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.10	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	6.30	(%)
*	EE	3.80	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments

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DEPARTMENT OF TRANSPORTATION

FERNON ST & S FRONT ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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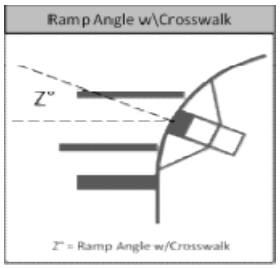
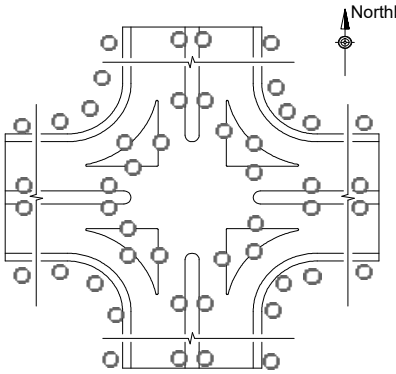
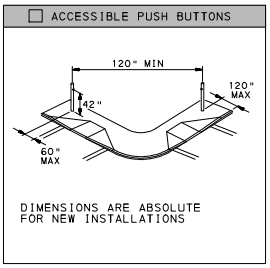
DEPARTMENT OF TRANSPORTATION

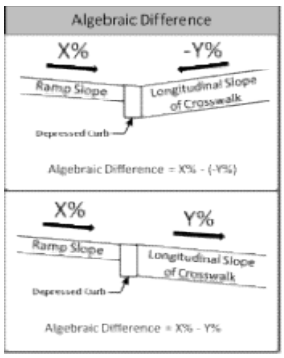
FERNON ST & S FRONT ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)		2024	02	09		
Designer 1		Eric Long JJA				
Designer 2		Tyree Brown JJA				
*Engineering District Code		06 - District 6-0				
*County Name		Philadelphia				
*County Code (auto)		101				
*Municipality Name		Philadelphia City				
*Municipality Code (auto)		60000				
Construction Phase		Constructed				
Ramp Crosses		Local Road				
Photo Log Number		N/A				
Number of Photos		2				
Ramp Surface		Concrete				
Surface Stable, Firm, and Slip Resistant		YES				
Elevation Differences > 1/4"		NO		(X/16")		
Grate Openings or Gaps > 1/2"		NO		(X/16")		
Utilities in Path of Travel		NO				
Water Ponding in Path of Travel		NO				
Detectable Warning Surface (DWS)		YES				
DWS type		Cast Iron				
Pedestrian Crossing and Type		YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path		YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp		2.00	%	1.60	%	
Turning Maneuver in Street		NO	Ramp Angle with Crosswalk		19	degrees
Turning Maneuver at Top of Ramp (Smax)		YES	Comments:			
ECMS #		Alg Δ Grade (%)	7.5			
Intersection Ramp # of #		2	2			
*Ramp Location (Use Figure Below)			19			
*Curb Ramp Type	Type 1					
*North Leg	S FRONT	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	FERNON	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S FRONT	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	FERNON	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons		N/A		
Sketch Used To Collect Field Information		No		
Asset # (auto)	C-06-101-60000-SFRONTSt-FERNONSt-SFRONTSt-FERNONSt-2024-02-09-19-Type1			
Status	Current			
Archive Ramp at location #:		N/A		
Level of Service	Meets RC-67M			

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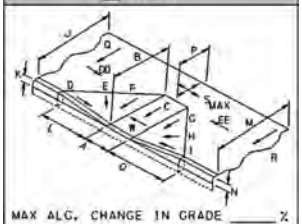
DEPARTMENT OF TRANSPORTATION

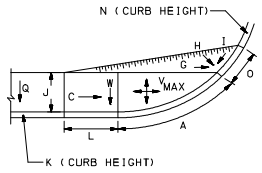
FERNON ST & S FRONT ST, PennDOT Location
ID # 19

☐ TYPE 1



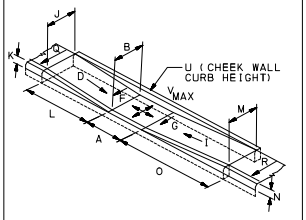
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



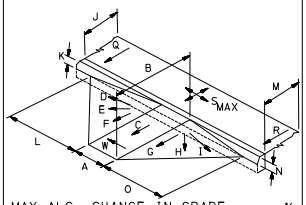
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



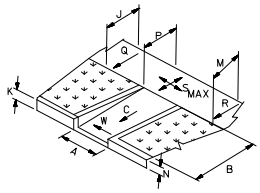
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



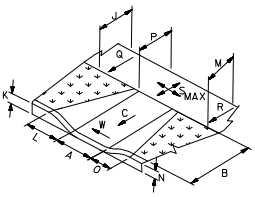
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



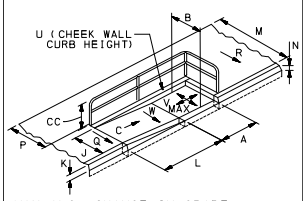
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



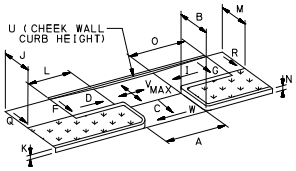
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



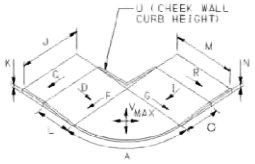
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



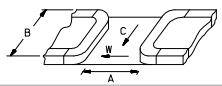
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

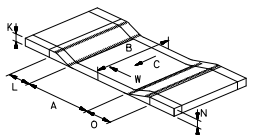
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	5.50	(%)
*	D	6.40	(%)
	E	6.10	(%)
*	F	4.60	(%)
*	G	7.00	(%)
	H	7.80	(%)
*	I	5.90	(%)
*	J	75	(IN)
	K	4	(IN)
	L	46	(IN)
*	M	85	(IN)
	N	2	(IN)
	O	50	(IN)
*	P	48	(IN)
*	Q	0.80	(%)
*	R	3.80	(%)
*	S	1.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.00	(%)
*	EE	4.90	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

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DEPARTMENT OF TRANSPORTATION

FERNON ST & S FRONT ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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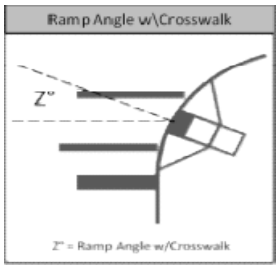
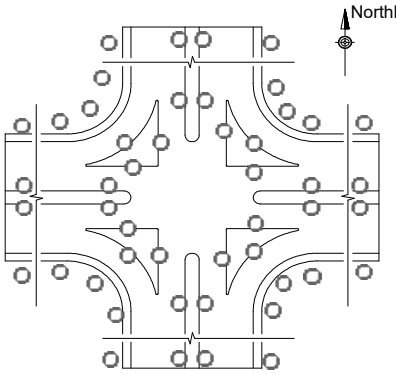
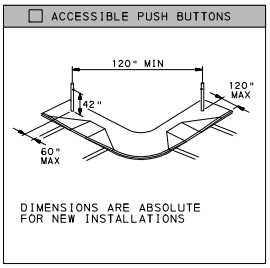
DEPARTMENT OF TRANSPORTATION

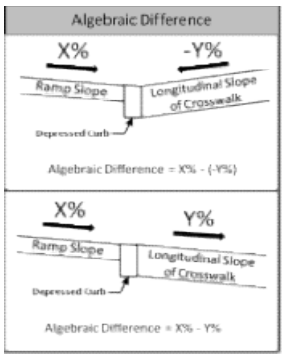
S FRONT ST & REED ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2024	02	15			
Designer 1	Eric Long JJA					
Designer 2	Tyree Brown JJA					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	4					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Double Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.20	%	0.10	%		
Turning Maneuver in Street	YES	Ramp Angle with Crosswalk		35	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	8.6			
Intersection Ramp # of #	1	1	Diagonal ramp #13			
*Ramp Location (Use Figure Below)		12				
*Curb Ramp Type	Type 1					
*North Leg	S FRONT	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	REED	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S FRONT	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	REED	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-SFRONTSt-REEDSt-SFRONTSt-REEDSt-2024-02-15-12-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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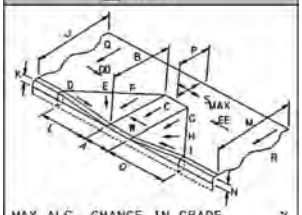
DEPARTMENT OF TRANSPORTATION

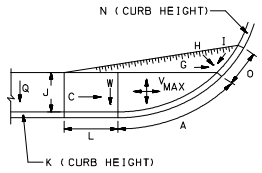
S FRONT ST & REED ST, PennDOT Location ID # 12

☐ TYPE 1



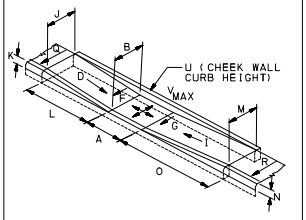
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



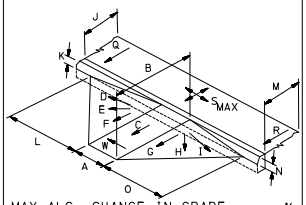
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



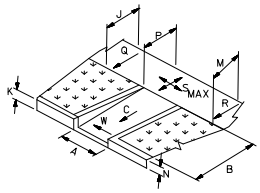
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



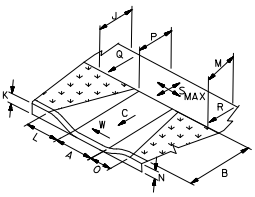
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



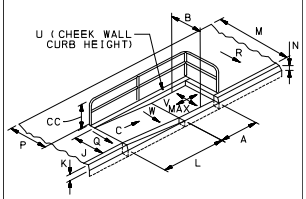
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



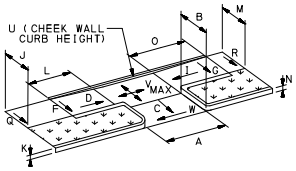
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



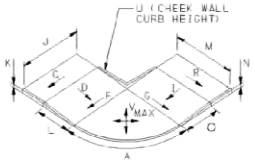
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



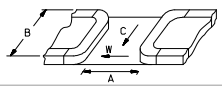
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

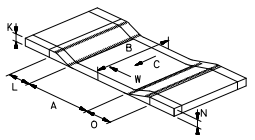
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	60	(IN)
*	B	74	(IN)
*	C	7.40	(%)
*	D	10.40	(%)
	E	11.80	(%)
*	F	8.30	(%)
*	G	8.30	(%)
	H	5.10	(%)
*	I	2.30	(%)
*	J	100	(IN)
	K	5	(IN)
	L	58	(IN)
*	M	75	(IN)
	N	2	(IN)
	O	50	(IN)
*	P	60	(IN)
*	Q	3.00	(%)
*	R	3.70	(%)
*	S	1.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.90	(%)
*	X	48	(IN)
*	Y	120	(IN)
*	YY	120	(IN)
*	Z	80	(IN)
*	ZZ	48	(IN)
*	AA	24	(IN)
*	BB	24	(IN)
	CC		(IN)
*	DD	4.20	(%)
*	EE	4.90	(%)

	DWS Transition Strip	NO
	DWS Transition Strip Slope (FF)	(%)

Comments

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DEPARTMENT OF TRANSPORTATION

S FRONT ST & REED ST, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Front Street and Reed Street	Ramp 13

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

*Add Location to Transition Plan	○ Yes ○ No
Suggested Repair	
Approx. Repair Costs	
Actual Repair Costs	
Actual Repair	
Date Repaired	

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [x] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [ ] Existing curbline slope > 2.00%
- [ ] Other 1
- [ ] Other 2
- [ ] Other 3

General Information

*District:	06
*County:	Philadelphia
*Twshp/Boro:	Philadelphia City
City Bid #	3898

Submitter Information

Submitted By:	Anton Kuhner, P.E.
*Submittar Company:	McMahon, a Bowman company
Street Address	425 Commerce Drive, Suite 300
City State Zip	Fort Washington, PA 19034
Telephone	215-283-0444
*Date Submitted:	June 7, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [x] ADA Improvement Project
- [ ] Other

Pedestrian Traffic	● Yes	○ No
Pedestrian Trip Generators	○ Yes	● No
Safety Concerns	○ Yes	● No
R9-3A "No Peds" Signs	○ Yes	● No
Existing Crosswalk	● Yes	○ No
Existing Sidewalk	● Yes	○ No
City of Philadelphia requirements	○ Yes	that ● No curb ram
ADT		

Location Identification

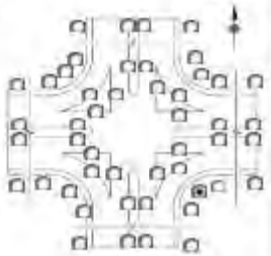
Front Street
*SR North - Segment

Front Street
*SR South - Segment

Reed Street
*SR East - Segment

Reed Street
*SR West - Segment

13
Location #



Investigated design alternatives	Why alternative was not selected
1.) Shift ramp further North	Stormwater inlet conflict
2.) Shift ramp further South	TIF still required; utility conflict
3.) Provide 2 Ramps	TIF still required

Alternative selected and description of what requirement is not met

A type 1 curb ramp is designed at this location. The following requirement(s) are not met: a maximum flare slope of 10.00% and a maximum ramp angle of 22 degrees with the crosswalk. The ramp was designed as a diagonal ramp with a maximum flare slope of 11.22% and a ramp angle ranging from 35 to 55 degrees with the crosswalk.

ADA Review Committee Recommendation

○ Approved
○ Denied
ADA Review Committee Chair - Date

ADE of Design Approval Status

○ Approved
○ Denied
District ADE of Design - Date

2508

(03-20)

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DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Front Street and Reed Street	Ramp 13

Investigated Design Alternative #1

Consideration was given to locate the proposed type 1 curb ramp further to the north; however shifting the ramp further to the north would create a conflict with the existing stormwater inlet at the corner. As a result of this consideration this alternative was eliminated.

Investigated Design Alternative #2

Consideration was given to locate the proposed type 1 curb ramp further to the south; however, shifting the ramp further to the south would create a utility conflict. Furthermore, a TIF would still be required for the ramp angle with the crosswalk. As a result of these considerations this alternative was eliminated.

Investigated Design Alternative #3

Consideration was given to provide two curb ramps; however, providing two curb ramps while maintaining compliant ramp angles would result in very steep flare slopes. Direction was given from the City to propose a diagonal ramp at this corner. As a result of this consideration this alternative was eliminated.

Summary

City of Philadelphia requirements dictate that type 1 curb ramps have a maximum flare slope of 10.00% and a maximum ramp angle of 22 degrees with the crosswalk. It is technically infeasible to meet these requirements due to limited space on the corner from existing utilities and the existing stormwater inlet. The ramp was designed as a diagonal ramp with a maximum flare slope of 11.22% and a ramp angle ranging from 35 to 55 degrees with the crosswalk. This solution provides access to the maximum extent feasible.

TIF #:	TIF-06-Philadelphia-Philadelphia City-McMahon, a Bowman company-Front Street-Front Street-Reed Street-Reed Street-1

2509

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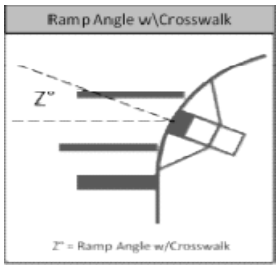
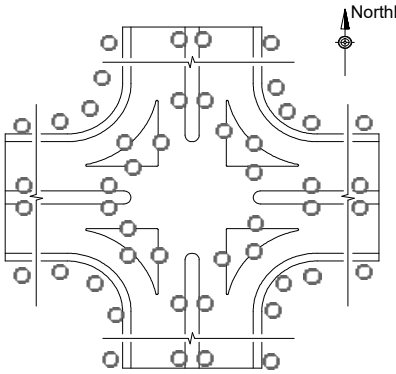
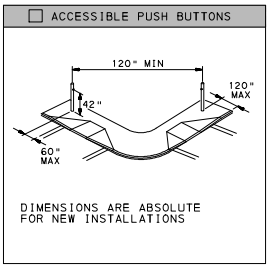
DEPARTMENT OF TRANSPORTATION

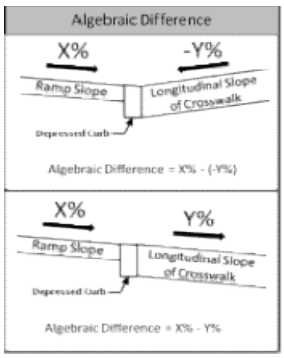
S FRONT ST & MERCY ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2024	02	15			
Designer 1	Eric Long JJA					
Designer 2	Tyree Brown JJA					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	4.80	%	0.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	12.4			
Intersection Ramp # of #	1	2				
*Ramp Location (Use Figure Below)	02					
*Curb Ramp Type	Type 1					
*North Leg	S FRONT	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg		(segment)	(offset)			
*East Leg Desc.						
*South Leg	S FRONT	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	MERCY	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-SFRONTSt-SFRONTSt-MERCYSt-2024-02-15-2-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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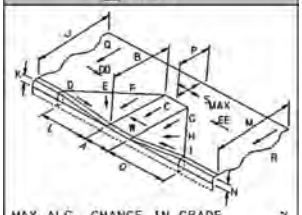
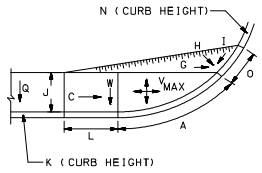
S FRONT ST & MERCY ST, PennDOT Location ID # 2

☐ TYPE 1



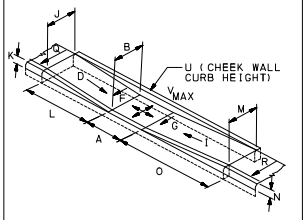
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



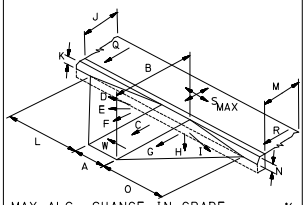
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



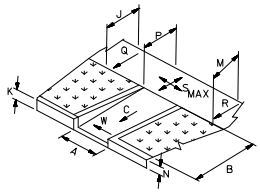
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



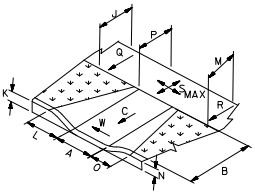
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



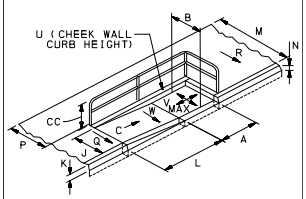
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



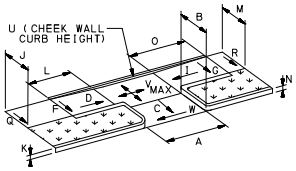
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



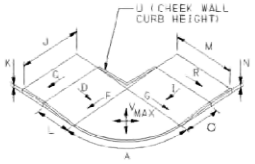
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



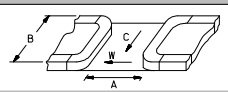
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

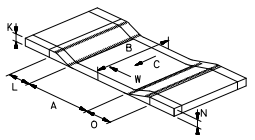
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	57	(IN)
*	C	7.60	(%)
*	D	6.50	(%)
	E	8.90	(%)
*	F	7.60	(%)
*	G	8.10	(%)
	H	9.40	(%)
*	I	7.00	(%)
*	J	48	(IN)
	K	2	(IN)
	L	48	(IN)
*	M	125	(IN)
	N	5	(IN)
	O	48	(IN)
*	P	48	(IN)
*	Q	4.10	(%)
*	R	1.60	(%)
*	S	1.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.40	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.40	(%)
*	EE	2.50	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

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DEPARTMENT OF TRANSPORTATION

S FRONT ST & MERCY ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

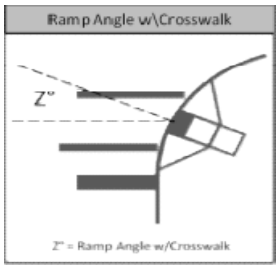
Insert Picture 3

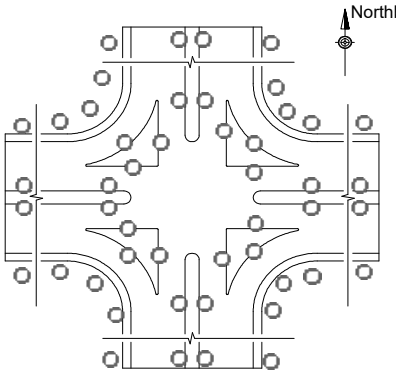
Insert Picture 6

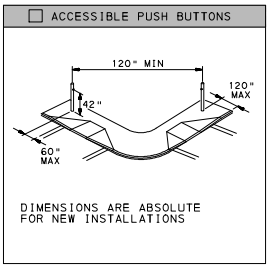
pennsylvania
DEPARTMENT OF TRANSPORTATION

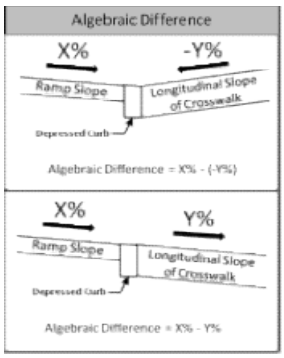
S FRONT ST & MERCY ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2024	02	15			
Designer 1	Eric Long JJA					
Designer 2	Tyree Brown JJA					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	6.20	%	0.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		7	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	13.2			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	S FRONT	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg		(segment)	(offset)			
*East Leg Desc.						
*South Leg	S FRONT	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	MERCY	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-SFRONTSt-SFRONTSt-MERCYSt-2024-02-15-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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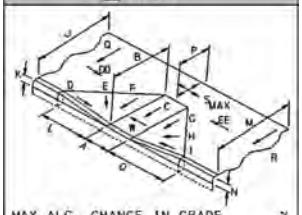
DEPARTMENT OF TRANSPORTATION

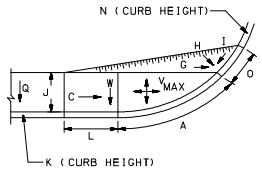
S FRONT ST & MERCY ST, PennDOT Location ID # 19

☐ TYPE 1



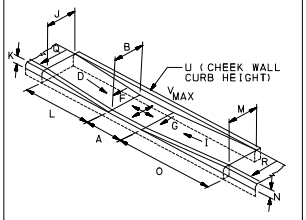
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



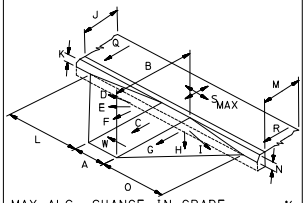
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



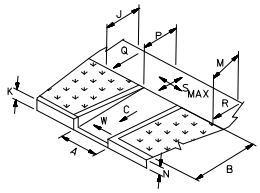
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



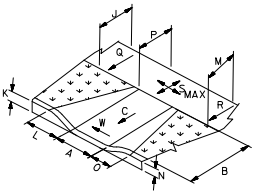
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



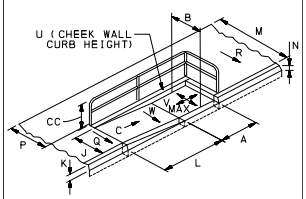
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



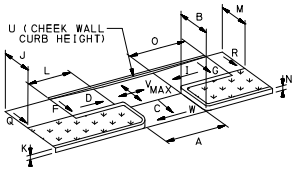
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



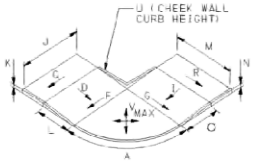
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



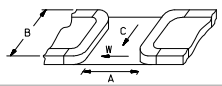
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

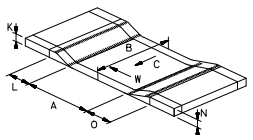
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	7.00	(%)
*	D	6.80	(%)
	E	9.30	(%)
*	F	8.10	(%)
*	G	8.30	(%)
	H	11.00	(%)
*	I	9.90	(%)
*	J	100	(IN)
	K	4	(IN)
	L	40	(IN)
*	M	48	(IN)
	N	3	(IN)
	O	46	(IN)
*	P	48	(IN)
*	Q	3.20	(%)
*	R	2.70	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.10	(%)
*	EE	3.40	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments ▲

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S FRONT ST & MERCY ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

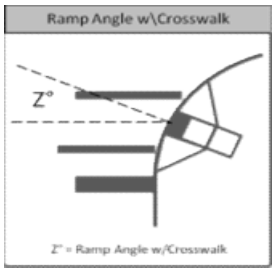
Insert Picture 3

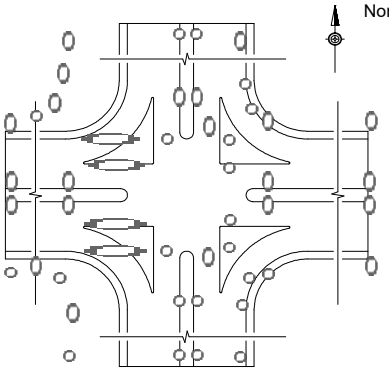
Insert Picture 6

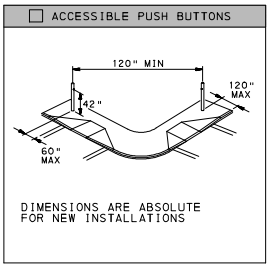
pennsylvania DEPARTMENT OF TRANSPORTATION

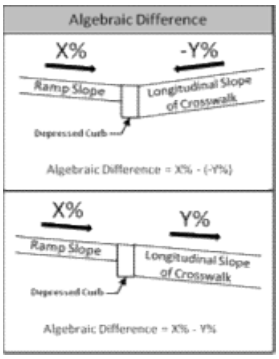
S 23RD ST & WOLF ST, PennDOT Location ID # 2

*Date of Design (yyyy mm dd)	2024	06	20			
Designer 1	ERIC LONG JJA					
Designer 2	- -					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	2.60	%	1.00	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		10	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.3			
Intersection Ramp # of #	1	8				
*Ramp Location (Use Figure Below)	02					
*Curb Ramp Type	Type 1					
*North Leg	S 23RD	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	WOLF	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S 23RD	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	WOLF	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







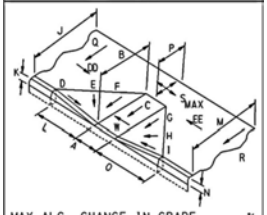


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)		Comments:				
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-S23RDSt-WOLFSt-S23RDSt-WOLFSt-2024-06-20-2-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)					

pennsylvania DEPARTMENT OF TRANSPORTATION

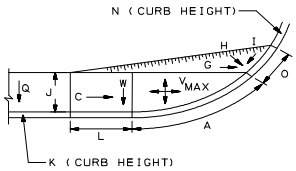
S 23RD ST & WOLF ST, PennDOT Location ID # 2

☐ TYPE 1



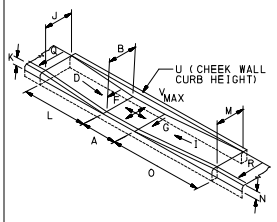
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



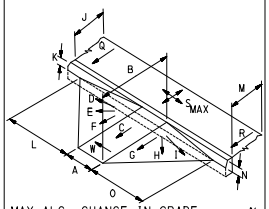
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



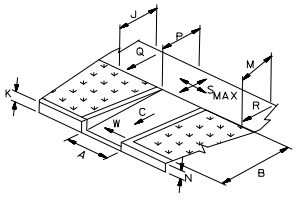
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



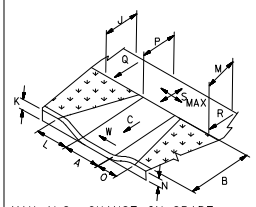
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



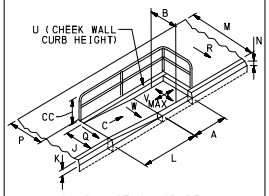
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



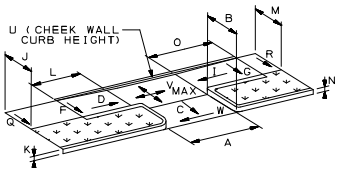
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



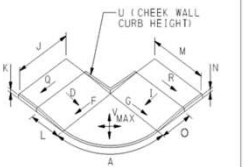
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



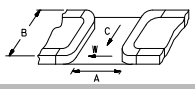
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

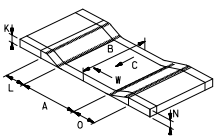
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	84	(IN)
*	C	6.70	(%)
*	D	7.60	(%)
	E	9.30	(%)
*	F	7.10	(%)
*	G	7.90	(%)
	H	13.30	(%)
*	I	14.00	(%)
*	J	60	(IN)
	K	3	(IN)
	L	46	(IN)
*	M	60	(IN)
	N	5	(IN)
	O	34	(IN)
*	P	90	(IN)
*	Q	2.80	(%)
*	R	1.20	(%)
*	S	1.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	3.10	(%)
*	EE	4.00	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments

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S 23RD ST & WOLF ST, PennDOT Location ID # 2

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania DEPARTMENT OF TRANSPORTATION

Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- ☒ Curb Ramp
- ☐ Sidewalk
- ☐ Ped. Push Button
- ☐ Ped. Signal
- ☐ Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan** ☐ Yes ☐ No

Suggested Repair

Approx. Repair Costs

Actual Repair Costs

Actual Repair

Date Repaired

Justification for Technically Infeasible

(check all that apply)

- ☐ Limited Right-of-Way
- ☐ Existing Utilities
- ☒ Structures, Buildings, Vaults
- ☐ Historic Areas
- ☐ Environmental Areas
- ☐ Grade Separations
- ☒ Other 1 Ramp Loation / Tie-in
- ☐ Other 2
- ☐ Other 3
- ☐ Other 4

General Information

***District:** 06
***County:** Philadelphia
***Township/Boro:** Philadelphia City
Project ECMS # 79910

Submitter Information

Submitted By: Joseph P. Michiels, P.E.
Submitter Company: BL Companies
Street Address 535 Route 38 E
City State Zip Cherry Hill, NJ 08002
Telephone 856-485-8401
***Date Submitted:** June 9, 2023

Project Information

Project Type

- ☐ Resurfacing Project
- ☐ Signal Project
- ☐ Widening Project
- ☒ Reconstruction
- ☐ New Construction (Tech Infeasible normally N/A)
- ☐ Other

Pedestrian Traffic	☒ Yes	☐ No
Pedestrian Trip Generators	☐ Yes	☒ No
Safety Concerns	☐ Yes	☒ No
R9-3A "No Peds" Signs	☐ Yes	☒ No
Existing Crosswalk	☒ Yes	☐ No
Existing Sidewalk	☒ Yes	☐ No
Existing Push Buttons	☐ Yes	☒ No

ADT 2,000

Location Identification

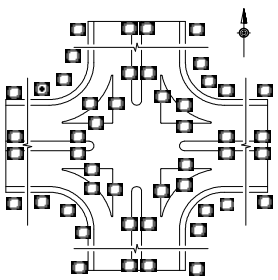
23rd Street
**SR North - Segment, Offset*

23rd Street
**SR South - Segment, Offset*

Wolf Street
**SR East - Segment, Offset*

Wolf Street
**SR West - Segment,Offset*

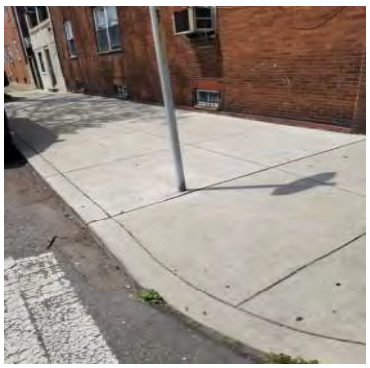
02
Location #



Investigated design alternatives	Why alternative was not selected
1.) Extend Ramp	This is infeasible due to the location of the proposed cheekwall.
2.) Relocate Ramp West	This is infeasible due to the location of the existing sign.
3.) Relocate Ramp East	This would increase the flare slope.

Alternative selected and description of what requirement is not met

A ramp with a compliant flare slope of 10.00% could not be met; a non-compliant ramp with a flare slope of 15.50% is to be constructed at location 02. This design provides access to the maximum extent feasible.



ADA Review Committee Recommendation

☑ Approved
☐ Denied

3/19/2024
ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved
☐ Denied

Sunil Gill 4/4/2024
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-(23rd Street)-(23rd Street)-(Wolf Street)-(Wolf Street)-02-Jun 9, 2023*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(Print with a PCL Driver)

(03-20)

pennsylvania
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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1
Extend Ramp: If the ramp were to be extended, the PAR around the proposed cheekwall would be less than 4.0 LF. Therefore, the ramp has been extended to the maximum extent feasible. Additionally, extending the ramp would not lower the flare slope to less than compliant.

Investigated Design Alternative #2
Relocate Ramp West: Relocating the ramp west is infeasible due to the location of the existing sign. If the ramp were to be relcocated west, the existing sign would be within the limits of the proposed ramp. Therefore, the ramp has not been relocated west.

Investigated Design Alternative #3
Relocate Ramp East: Relocating the ramp east would locate the ramp closer to the exisitng inlet, which would increase the already non-compliant flare slope. Therefore, the ramp has not been relocated east.

Summary
A ramp with a compliant flare slope of 10.00% could not be met; a non-compliant ramp with a flare slope of 15.50% is to be constructed at location 02. This design provides access to the maximum extent feasible.

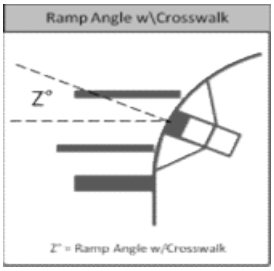
TIF #:	*TIF-06-Philadelphia-Philadelphia City-(23rd Street)-(23rd Street)-(Wolf Street)-(Wolf Street)-02-Jun 9, 2023*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

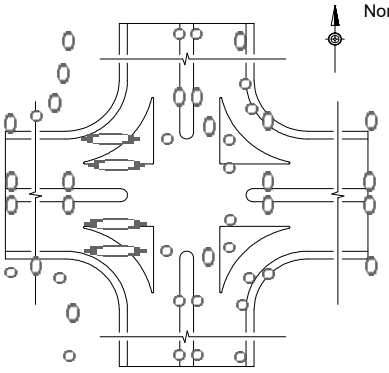
Sheet 2 - Technically Infeasible Form

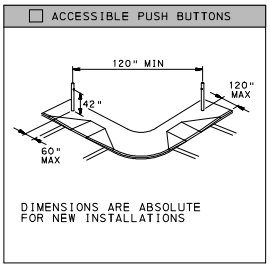
pennsylvania DEPARTMENT OF TRANSPORTATION

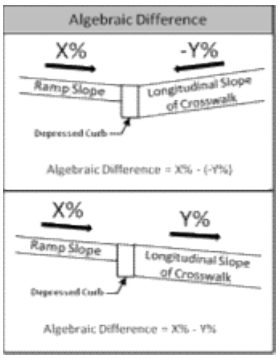
S 23RD ST & WOLF ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2024	06	20			
Designer 1	ERIC LONG JJA					
Designer 2	- -					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	1.90	%	0.80	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		30	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	9.9			
Intersection Ramp # of #	3	8	-			
*Ramp Location (Use Figure Below)		07				
*Curb Ramp Type	Type 1					
*North Leg	S 23RD	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	WOLF	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S 23RD	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	WOLF	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







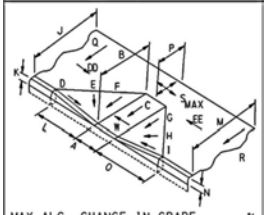


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES		
Push Button Turning Area - Max Slope (%)			Comments:			
Accessible Push Buttons	N/A					
Sketch Used To Collect Field Information	No					
Asset # (auto)	C-06-101-60000-S23RDSt-WOLFSt-S23RDSt-WOLFSt-2024-06-20-7-Type1					
Status	Current					
Archive Ramp at location #:	N/A					
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)					

pennsylvania DEPARTMENT OF TRANSPORTATION

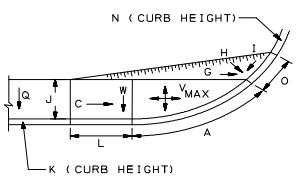
S 23RD ST & WOLF ST, PennDOT Location ID # 7

☐ TYPE 1



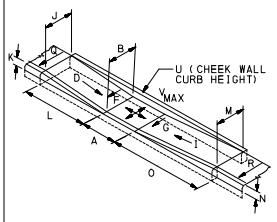
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



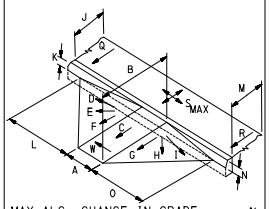
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



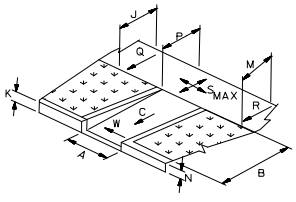
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



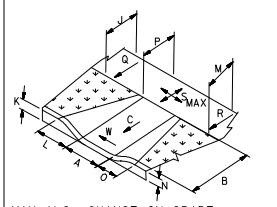
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



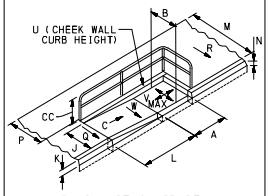
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



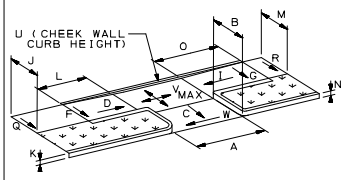
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



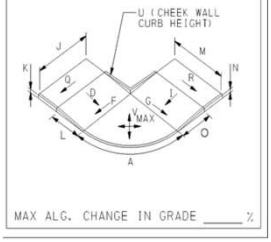
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



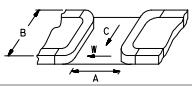
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

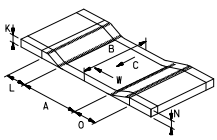
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	74	(IN)
*	C	8.00	(%)
*	D	9.80	(%)
	E	11.30	(%)
*	F	8.20	(%)
*	G	8.20	(%)
	H	11.20	(%)
*	I	8.20	(%)
*	J	85	(IN)
	K	5	(IN)
	L	34	(IN)
*	M	70	(IN)
	N	4	(IN)
	O	48	(IN)
*	P	72	(IN)
*	Q	4.30	(%)
*	R	4.90	(%)
*	S	3.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.10	(%)
*	EE	0.20	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments

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S 23RD ST & WOLF ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

pennsylvania DEPARTMENT OF TRANSPORTATION

Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- ☒ Curb Ramp
- ☐ Sidewalk
- ☐ Ped. Push Button
- ☐ Ped. Signal
- ☐ Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan** ☐ Yes ☐ No

Suggested Repair

Approx. Repair Costs

Actual Repair Costs

Actual Repair

Date Repaired

Justification for Technically Infeasible

(check all that apply)

- ☐ Limited Right-of-Way
- ☐ Existing Utilities
- ☒ Structures, Buildings, Vaults
- ☐ Historic Areas
- ☐ Environmental Areas
- ☐ Grade Separations
- ☒ Other 1 Ramp Loation / Tie-in
- ☐ Other 2
- ☐ Other 3
- ☐ Other 4

General Information

***District:** 06
***County:** Philadelphia
***Township/Boro:** Philadelphia City
Project ECMS # 79910

Submitter Information

Submitted By: Joseph P. Michiels, P.E.
Submitter Company: BL Companies
Street Address 535 Route 38 E
City State Zip Cherry Hill, NJ 08002
Telephone 856-485-8401
***Date Submitted:** June 9, 2023

Project Information

Project Type

- ☐ Resurfacing Project
- ☐ Signal Project
- ☐ Widening Project
- ☒ Reconstruction
- ☐ New Construction (Tech Infeasible normally N/A)
- ☐ Other

Pedestrian Traffic	☒ Yes	☐ No
Pedestrian Trip Generators	☐ Yes	☒ No
Safety Concerns	☐ Yes	☒ No
R9-3A "No Peds" Signs	☐ Yes	☒ No
Existing Crosswalk	☒ Yes	☐ No
Existing Sidewalk	☒ Yes	☐ No
Existing Push Buttons	☐ Yes	☒ No

ADT 2,000

Location Identification

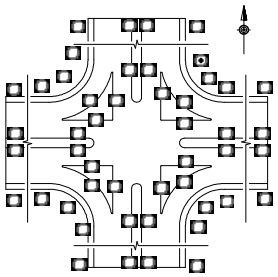
23rd Street
**SR North - Segment, Offset*

23rd Street
**SR South - Segment, Offset*

Wolf Street
**SR East - Segment, Offset*

Wolf Street
**SR West - Segment,Offset*

07
Location #



Investigated design alternatives	Why alternative was not selected
1.) Extend Ramp	This is infeasible due to the location of the existing steps & fence/railing.
2.) Relocate Ramp North	This would increase the ramp/landing slopes, as well as the flare slope.
3.) Add Step	This is infeasible due to the existing condition of the stps at the corner.

Alternative selected and description of what requirement is not met

A ramp with a compliant ramp angle of 22 degrees and landing slope of 2.00% could not be met; a non-compliant ramp with a ramp angle of 31 degrees landing slope of 5.00% is to be constructed at location 07. This design provides access to the maximum extent feasible.

ADA Review Committee Recommendation

☑ Approved
☐ Denied

3/19/2024
ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved
☐ Denied

Sunil Gill 4/4/2024
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-(23rd Street)-(23rd Street)-(Wolf Street)-(Wolf Street)-07-Jun 9, 2023*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(Print with a PCL Driver)

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1
Extend Ramp: If the ramp were to be extended, the PAR around the existing features (step & railing) would be less than 4.0 LF. Therefore, the ramp has been extended to the maximum extent feasible.

Investigated Design Alternative #2
Relocate Ramp North: Relocating the ramp north would decrease the gutter elevations, which would increase the ramp and landing slopes. Relocating the ramp north would also shift the ramp closer to the existing inlet, which would increase the flare slope. Therefore, the ramp has not been relocated north.

Investigated Design Alternative #3
Add Step: Adding a step is infeasible at this quadrant due to the existing condition of the step (brick/concrete). Therefore, adding a step is infeasible at this quadrant.

Summary
A ramp with a compliant ramp angle of 22 degrees and landing slope of 2.00% could not be met; a non-compliant ramp with a ramp angle of 31 degrees landing slope of 5.00% is to be constructed at location 07. This design provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-(23rd Street)-(23rd Street)-(Wolf Street)-(Wolf Street)-07-Jun 9, 2023*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

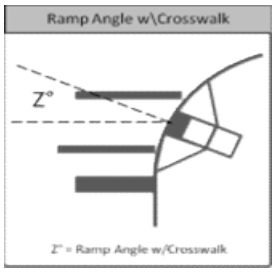
Sheet 2 - Technically Infeasible Form

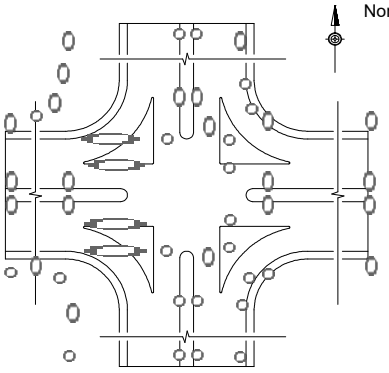
pennsylvania DEPARTMENT OF TRANSPORTATION

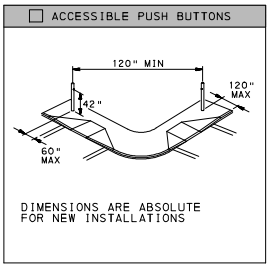
S 23RD ST & WOLF ST, PennDOT Location ID # 9

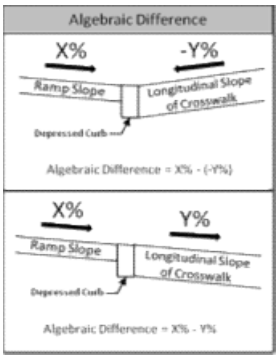
*Date of Design (yyyy mm dd)	2024	06	20		
Designer 1	ERIC LONG JJA				
Designer 2	- -				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	2.40	%	1.00	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		5	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	10.6		
Intersection Ramp # of #	4	8			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				

*North Leg	S 23RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WOLF	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 23RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WOLF	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







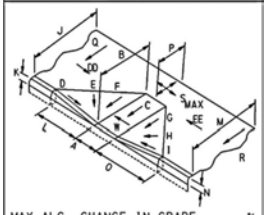


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons		N/A		
Sketch Used To Collect Field Information		No		
Asset # (auto)	C-06-101-60000-S23RDSt-WOLFSt-S23RDSt-WOLFSt-2024-06-20-9-Type1			
Status	Current			
Archive Ramp at location #:		N/A		
Level of Service	Technically Infeasible; Provides Maximum Access (TIF)			

pennsylvania DEPARTMENT OF TRANSPORTATION

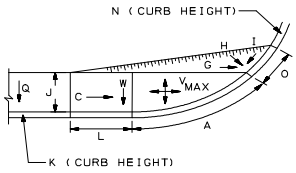
S 23RD ST & WOLF ST, PennDOT Location ID # 9

☐ TYPE 1



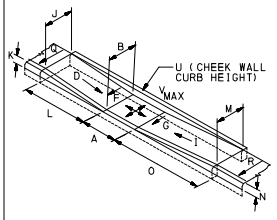
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



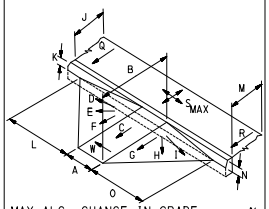
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



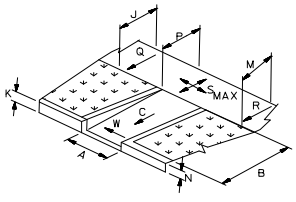
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



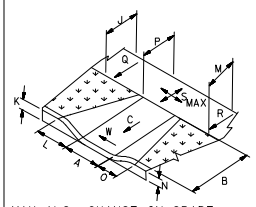
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



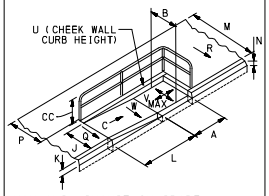
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



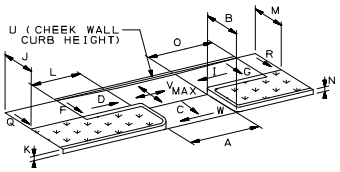
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



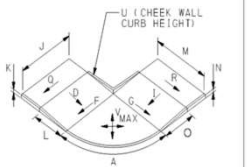
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



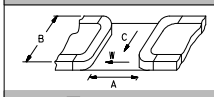
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

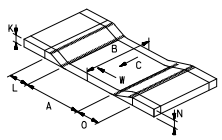
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	72	(IN)	
*	C	8.20	(%)	
*	D	9.60	(%)	
	E	12.60	(%)	
*	F	8.60	(%)	
*	G	8.80	(%)	
	H	999	(%)	-
*	I	4.00	(%)	
*	J	85	(IN)	
	K	4	(IN)	
	L	52	(IN)	
*	M	70	(IN)	
	N	2	(IN)	
	O	48	(IN)	
*	P	50	(IN)	
*	Q	4.30	(%)	
*	R	4.80	(%)	
*	S	3.80	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.10	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	-
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.10	(%)	
*	EE	0.20	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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S 23RD ST & WOLF ST, PennDOT Location ID # 9

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

(03-20)

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Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- ☒ Curb Ramp
- ☐ Sidewalk
- ☐ Ped. Push Button
- ☐ Ped. Signal
- ☐ Other

Complete Section Below to ADD Location to Transition Plan

***Add Location to Transition Plan** ☐ Yes ☐ No

Suggested Repair

Approx. Repair Costs

Actual Repair Costs

Actual Repair

Date Repaired

Justification for Technically Infeasible

(check all that apply)

- ☐ Limited Right-of-Way
- ☐ Existing Utilities
- ☑ Structures, Buildings, Vaults
- ☐ Historic Areas
- ☐ Environmental Areas
- ☐ Grade Separations
- ☑ Other 1 Ramp Loation / Tie-in
- ☐ Other 2
- ☐ Other 3
- ☐ Other 4

General Information

***District:** 06
***County:** Philadelphia
***Township/Boro:** Philadelphia City
Project ECMS # 79910

Submitter Information

Submitted By: Joseph P. Michiels, P.E.
Submitter Company: BL Companies
Street Address 535 Route 38 E
City State Zip Cherry Hill, NJ 08002
Telephone 856-485-8401
***Date Submitted:** June 9, 2023

Project Information

Project Type

- ☐ Resurfacing Project
- ☐ Signal Project
- ☐ Widening Project
- ☑ Reconstruction
- ☐ New Construction (Tech Infeasible normally N/A)
- ☐ Other

Pedestrian Traffic	☒ Yes	☐ No
Pedestrian Trip Generators	☐ Yes	☒ No
Safety Concerns	☐ Yes	☒ No
R9-3A "No Peds" Signs	☐ Yes	☒ No
Existing Crosswalk	☒ Yes	☐ No
Existing Sidewalk	☒ Yes	☐ No
Existing Push Buttons	☐ Yes	☒ No

ADT 2,000

Location Identification

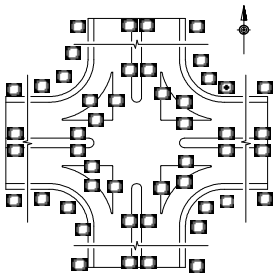
23rd Street
**SR North - Segment, Offset*

23rd Street
**SR South - Segment, Offset*

Wolf Street
**SR East - Segment, Offset*

Wolf Street
**SR West - Segment,Offset*

09
Location #



Investigated design alternatives	Why alternative was not selected
1.) Extend Ramp	This is infeasible due to the location of the existing steps & fence/railing.
2.) Relocate Ramp North	This would increase the ramp/landing slopes, as well as the flare slope.
3.) Raise Ramp Slope	The algebraic grade would increase to greater than 13.3 and is infeasible.

Alternative selected and description of what requirement is not met

A ramp with a compliant ramp slope of 8.33% and landing slope of 2.00% could not be met; a non-compliant ramp with a ramp slope of 9.83% landing slope of 5.00% is to be constructed at location 09. This design provides access to the maximum extent feasible.

ADA Review Committee Recommendation

☑ Approved
☐ Denied

3/19/2024
ADA Review Committee Chair - Date

ADE of Design Approval Status

☑ Approved
☐ Denied

Sunil Gill 4/4/2024
District ADE of Design - Date

TIF #: *TIF-06-Philadelphia-Philadelphia City-(23rd Street)-(23rd Street)-(Wolf Street)-(Wolf Street)-09-Jun 9, 2023*

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

(Print with a PCL Driver)

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1
Extend Ramp: If the ramp were to be extended, the PAR around the existing features (step & railing) would be less than 4.0 LF. Therefore, the ramp has been extended to the maximum extent feasible.

Investigated Design Alternative #2
Relocate Ramp East: Relocating the ramp east would decrease the gutter elevations, which would increase the ramp and landing slopes. Relocating the ramp east would also locate the ramp within the limits of the existing hydrant. Therefore, the ramp has not been relocated east.

Investigated Design Alternative #3
Raise Ramp Slope: Raising the ramp slope in order to decrease the landing slope is infeasible due to the proposed longitudinal slope in front of the ramp. If the ramp slope were to be increased, the algebraic grade would exceed 13.3% and is therefore infeasible. The ramp slope has been raised to the maximum extent feasible.

Summary
A ramp with a compliant ramp slope of 8.33% and landing slope of 2.00% could not be met; a non-compliant ramp with a ramp slope of 9.83% landing slope of 5.00% is to be constructed at location 09. This design provides access to the maximum extent feasible.

TIF #:	*TIF-06-Philadelphia-Philadelphia City-(23rd Street)-(23rd Street)-(Wolf Street)-(Wolf Street)-09-Jun 9, 2023*
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

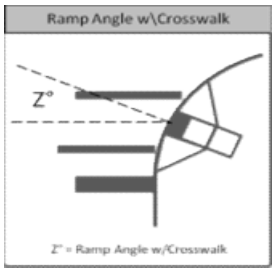
Sheet 2 - Technically Infeasible Form

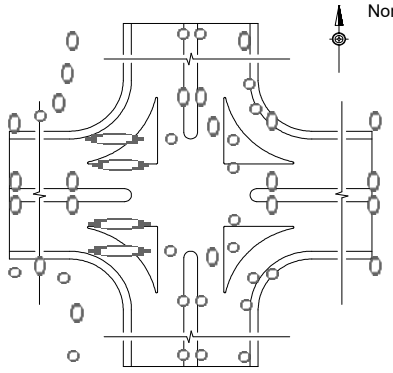
pennsylvania DEPARTMENT OF TRANSPORTATION

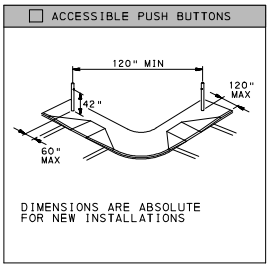
S 23RD ST & WOLF ST, PennDOT Location ID # 12

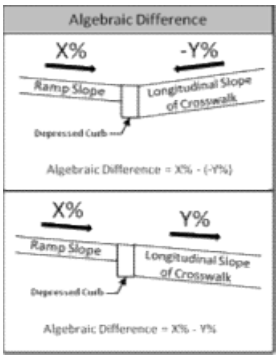
*Date of Design (yyyy mm dd)	2024	06	20		
Designer 1	ERIC LONG JJA				
Designer 2	- -				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	0.50	%	2.50	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	7.1		
Intersection Ramp # of #	5	8			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				

*North Leg	S 23RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WOLF	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 23RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WOLF	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons		N/A		
Sketch Used To Collect Field Information		No		
Asset # (auto)	C-06-101-60000-S23RDSt-WOLFSt-S23RDSt-WOLFSt-2024-06-20-12-Type1			
Status	Current			
Archive Ramp at location #:		N/A		
Level of Service	Meets RC-67M			

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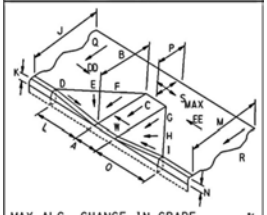
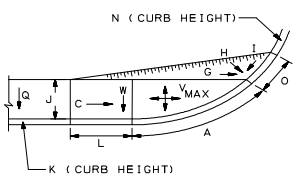
S 23RD ST & WOLF ST, PennDOT Location ID # 12

☐ TYPE 1



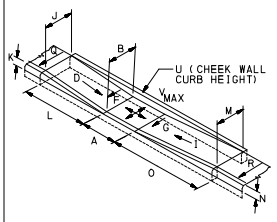
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



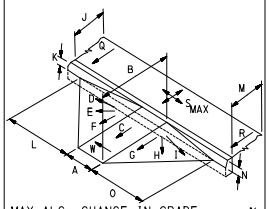
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



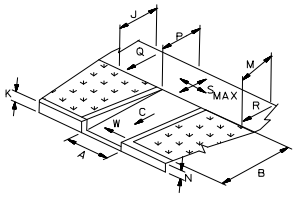
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



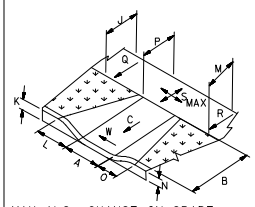
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



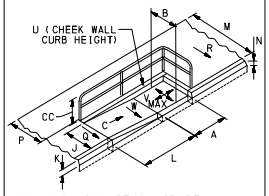
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



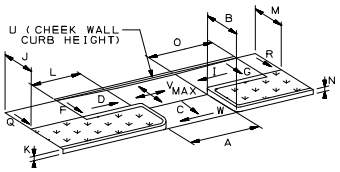
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



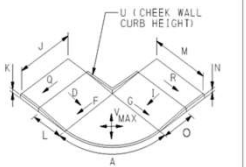
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



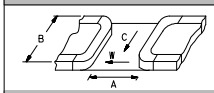
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

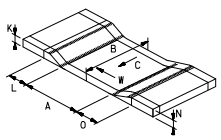
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	52	(IN)
*	C	6.60	(%)
*	D	4.40	(%)
	E	9.10	(%)
*	F	6.30	(%)
*	G	5.70	(%)
	H	10.30	(%)
*	I	8.60	(%)
*	J	60	(IN)
	K	3	(IN)
	L	40	(IN)
*	M	90	(IN)
	N	2	(IN)
	O	44	(IN)
*	P	48	(IN)
*	Q	1.00	(%)
*	R	1.30	(%)
*	S	0.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.70	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.00	(%)
*	EE	0.60	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments

-

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S 23RD ST & WOLF ST, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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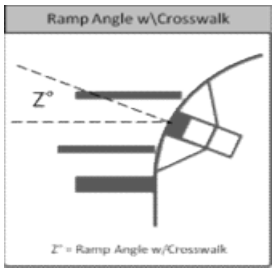
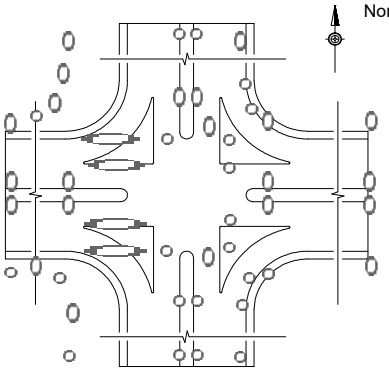
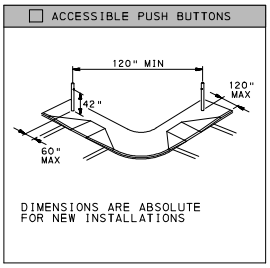
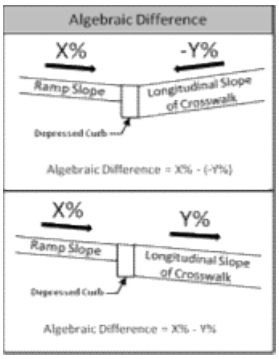
S 23RD ST & WOLF ST, PennDOT Location ID # 14

*Date of Design (yyyy mm dd)	2024	06	20		
Designer 1	ERIC LONG JJA				
Designer 2	- -				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	3.50	%	0.60	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		5	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	8.4		
Intersection Ramp # of #	6	8			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg	S 23RD	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	WOLF	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	S 23RD	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	WOLF	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				







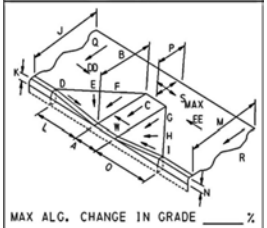


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S23RDSt-WOLFSt-S23RDSt-WOLFSt-2024-06-20-14-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

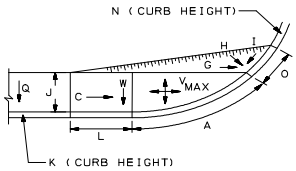
S 23RD ST & WOLF ST, PennDOT Location ID # 14

☐ TYPE 1



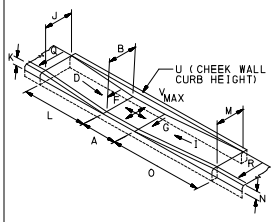
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



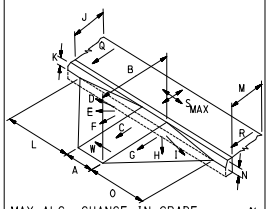
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



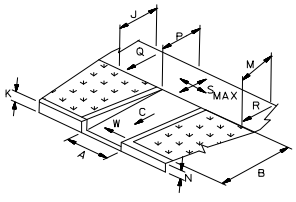
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



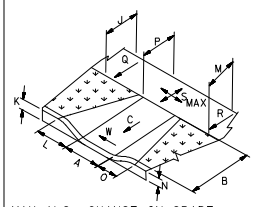
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



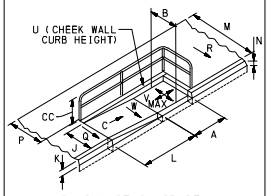
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



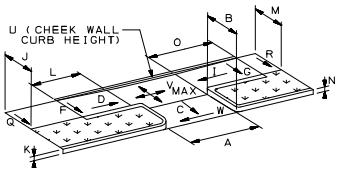
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



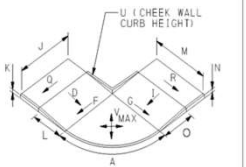
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



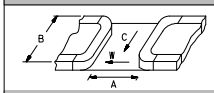
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

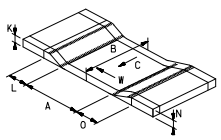
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	37	(IN)
*	C	4.90	(%)
*	D	7.40	(%)
	E	8.40	(%)
*	F	4.90	(%)
*	G	6.10	(%)
	H	6.40	(%)
*	I	6.60	(%)
*	J	60	(IN)
	K	2	(IN)
	L	55	(IN)
*	M	90	(IN)
	N	4	(IN)
	O	60	(IN)
*	P	56	(IN)
*	Q	1.00	(%)
*	R	1.30	(%)
*	S	1.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	999	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.00	(%)
*	EE	0.60	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments

-

Sheet 2 - Inspection Form Continued

C-06-101-60000-S23RDSt-WOLFSt-S23RDSt-WOLFSt-2024-06-20-14-Type1

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DEPARTMENT OF TRANSPORTATION

S 23RD ST & WOLF ST, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

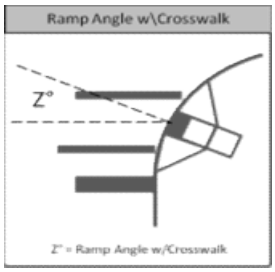
Insert Picture 6

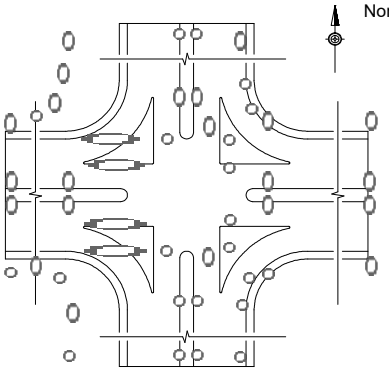
pennsylvania DEPARTMENT OF TRANSPORTATION

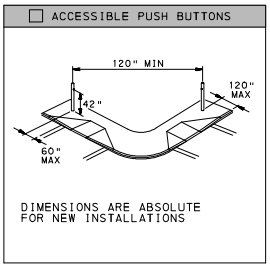
S 23RD ST & WOLF ST, PennDOT Location ID # 17

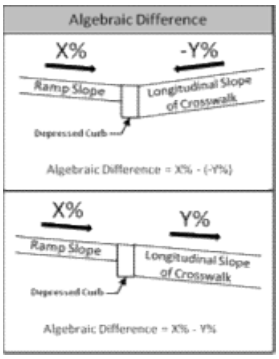
*Date of Design (yyyy mm dd)	2024	06	20			
Designer 1	ERIC LONG JJA					
Designer 2	- -					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled		
Longitudinal / Cross slope in Front of Ramp	6.40	%	1.80	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		5	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	10.4			
Intersection Ramp # of #	7	8				
*Ramp Location (Use Figure Below)		17				
*Curb Ramp Type	Type 1					

*North Leg	S 23RD	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WOLF	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 23RD	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WOLF	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S23RDSt-WOLFSt-S23RDSt-WOLFSt-2024-06-20-17-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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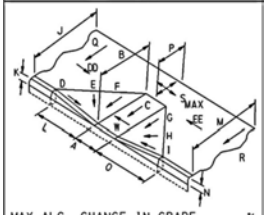
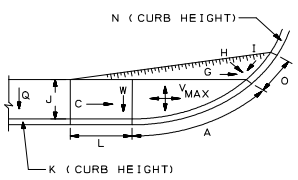
S 23RD ST & WOLF ST, PennDOT Location ID # 17

☐ TYPE 1



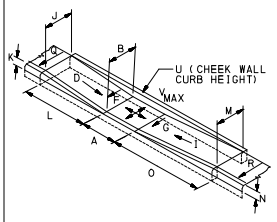
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



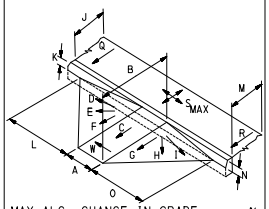
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



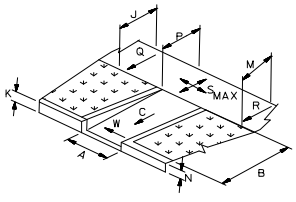
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



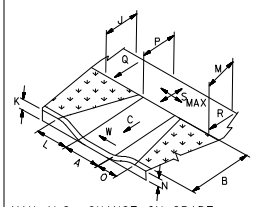
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



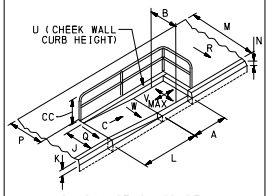
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



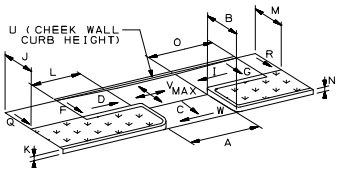
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



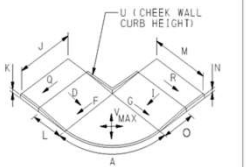
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



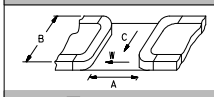
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

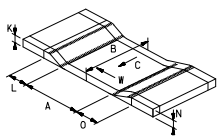
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	64	(IN)	
*	C	4.00	(%)	
*	D	8.70	(%)	
	E	8.40	(%)	
*	F	999	(%)	-
*	G	4.60	(%)	
	H	6.30	(%)	
*	I	7.20	(%)	
*	J	90	(IN)	
	K	3	(IN)	
	L	84	(IN)	
*	M	75	(IN)	
	N	2	(IN)	
	O	26	(IN)	
*	P	58	(IN)	
*	Q	1.00	(%)	
*	R	4.00	(%)	
*	S	1.30	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.40	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	-
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	1.10	(%)	
*	EE	0.50	(%)	

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

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DEPARTMENT OF TRANSPORTATION

S 23RD ST & WOLF ST, PennDOT Location ID # 17

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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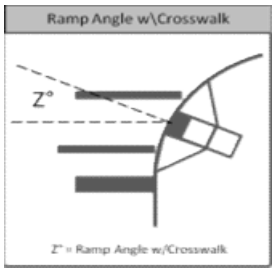
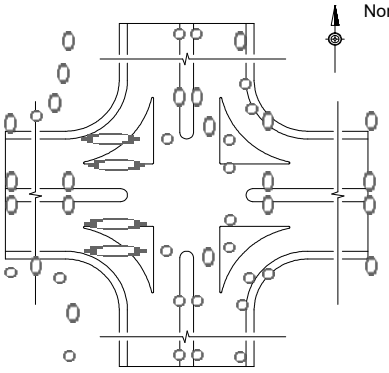
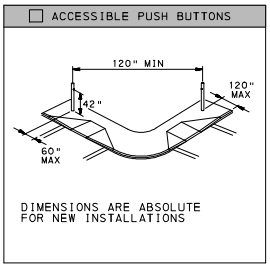
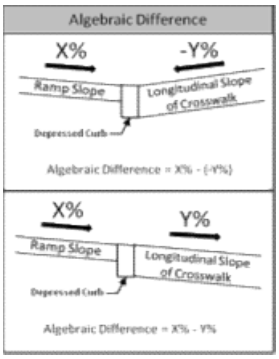
S 23RD ST & WOLF ST, PennDOT Location ID # 19

*Date of Design (yyyy mm dd)	2024	06	20			
Designer 1	ERIC LONG JJA					
Designer 2	- -					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	5.80	%	0.20	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		15	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	12.0			
Intersection Ramp # of #	8	8				
*Ramp Location (Use Figure Below)		19				
*Curb Ramp Type	Type 1					
*North Leg	S 23RD	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	WOLF	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S 23RD	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	WOLF	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					







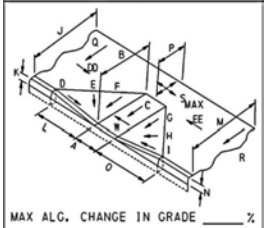


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S23RDSt-WOLFSt-S23RDSt-WOLFSt-2024-06-20-19-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania DEPARTMENT OF TRANSPORTATION

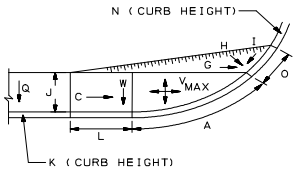
S 23RD ST & WOLF ST, PennDOT Location ID # 19

☐ TYPE 1



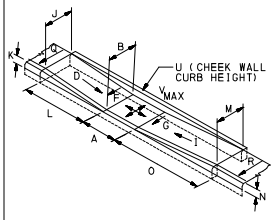
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



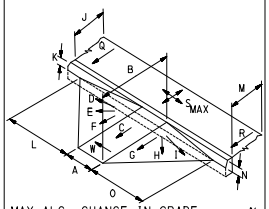
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



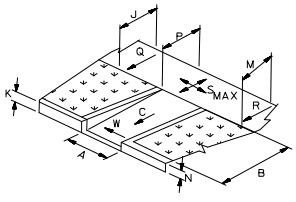
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



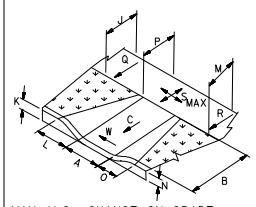
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



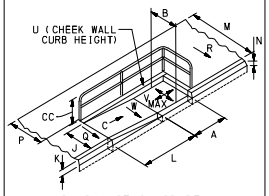
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



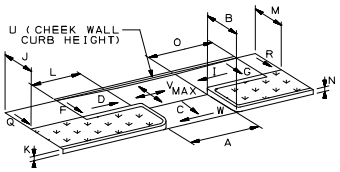
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



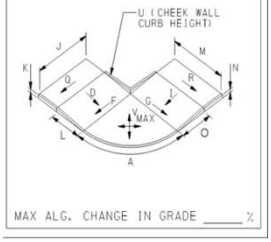
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



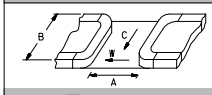
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

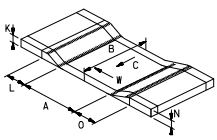
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	40	(IN)
*	C	6.20	(%)
*	D	7.30	(%)
	E	6.80	(%)
*	F	6.20	(%)
*	G	7.70	(%)
	H	8.40	(%)
*	I	6.70	(%)
*	J	90	(IN)
	K	2	(IN)
	L	32	(IN)
*	M	75	(IN)
	N	3	(IN)
	O	48	(IN)
*	P	60	(IN)
*	Q	1.00	(%)
*	R	4.00	(%)
*	S	1.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.50	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	1.10	(%)
*	EE	0.50	(%)

DWS Transition Strip	NO	
DWS Transition Strip Slope (FF)		(%)

Comments

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DEPARTMENT OF TRANSPORTATION

S 23RD ST & WOLF ST, PennDOT Location ID # 19

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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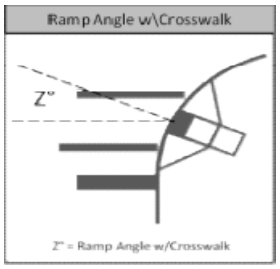
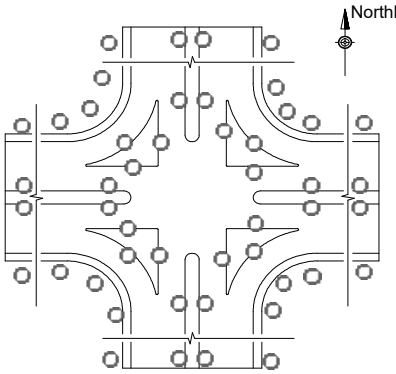
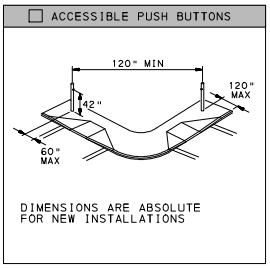
DEPARTMENT OF TRANSPORTATION

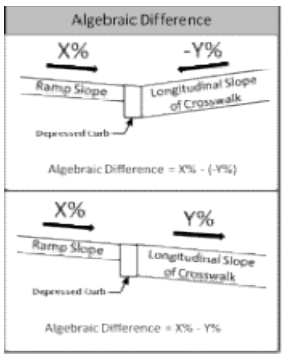
S 2ND ST & KENILWORTH ST, PennDOT Location
ID # 12

*Date of Design (yyyy mm dd)	2024	02	15			
Designer 1	Eric Long JJA					
Designer 2	Tyree Brown JJA					
*Engineering District Code	06 - District 6-0					
*County Name	Philadelphia					
*County Code (auto)	101					
*Municipality Name	Philadelphia City					
*Municipality Code (auto)	60000					
Construction Phase	Constructed					
Ramp Crosses	Local Road					
Photo Log Number	N/A					
Number of Photos	2					
Ramp Surface	Concrete					
Surface Stable, Firm, and Slip Resistant	YES					
Elevation Differences > 1/4"	NO		(X/16")			
Grate Openings or Gaps > 1/2"	NO		(X/16")			
Utilities in Path of Travel	NO					
Water Ponding in Path of Travel	NO					
Detectable Warning Surface (DWS)	YES					
DWS type	Cast Iron					
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk				
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield		
Longitudinal / Cross slope in Front of Ramp	3.40	%	0.80	%		
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		9	degrees	
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:				
ECMS #		Alg Δ Grade (%)	6.4			
Intersection Ramp # of #	2	2				
*Ramp Location (Use Figure Below)		12				
*Curb Ramp Type	Type 1					
*North Leg	S 2ND	(segment)	(offset)			
*North Leg Desc.	St					
*East Leg	KENILWORTH	(segment)	(offset)			
*East Leg Desc.	St					
*South Leg	S 2ND	(segment)	(offset)			
*South Leg Desc.	St					
*West Leg	KENILWORTH	(segment)	(offset)			
*West Leg Desc.	St					
Ramp Coordinates	Latitude					
	Longitude					









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)		Comments:		
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S2NDSt-KENILWORTHSt-S2NDSt-KENILWORTHSt-2024-02-15-12-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

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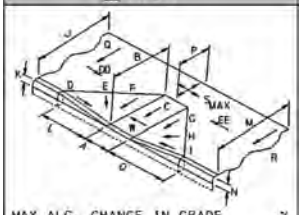
DEPARTMENT OF TRANSPORTATION

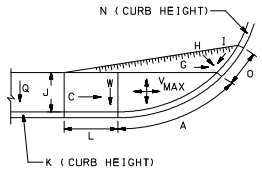
S 2ND ST & KENILWORTH ST, PennDOT Location
ID # 12

☐ TYPE 1



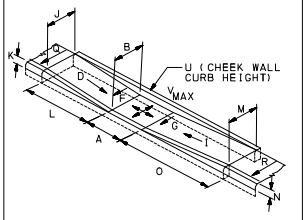
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



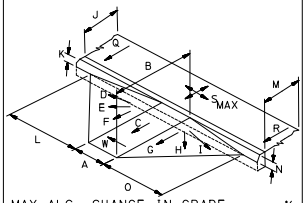
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



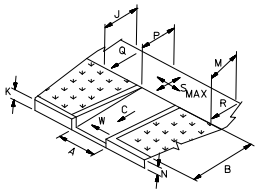
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



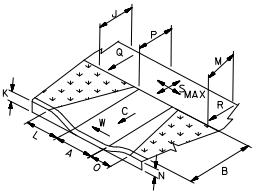
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



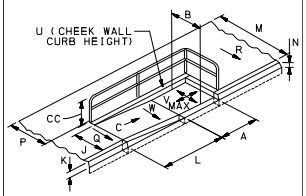
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



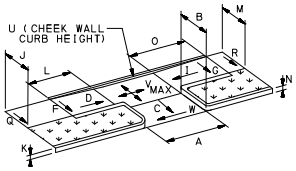
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



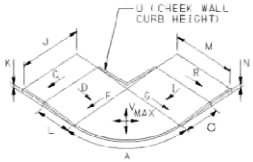
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



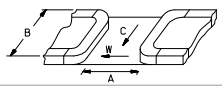
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

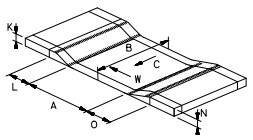
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	42	(IN)
*	C	3.60	(%)
*	D	6.70	(%)
	E	5.00	(%)
*	F	3.40	(%)
*	G	3.60	(%)
	H	8.20	(%)
*	I	9.00	(%)
*	J	48	(IN)
	K	4	(IN)
	L	34	(IN)
*	M	55	(IN)
	N	4	(IN)
	O	48	(IN)
*	P	48	(IN)
*	Q	1.20	(%)
*	R	1.10	(%)
*	S	1.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.50	(%)
*	X		(IN)
*	Y		(IN)
*	YY	120	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	0.80	(%)
*	EE	0.80	(%)
	DWS Transition Strip	NO	
	DWS Transition Strip Slope (FF)		(%)

Comments ▲

C-06-101-60000-S2NDSt-KENILWORTHSt-S2NDSt-KENILWORTHSt-2024-02-15-12-Type1

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DEPARTMENT OF TRANSPORTATION

S 2ND ST & KENILWORTH ST, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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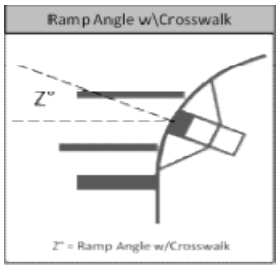
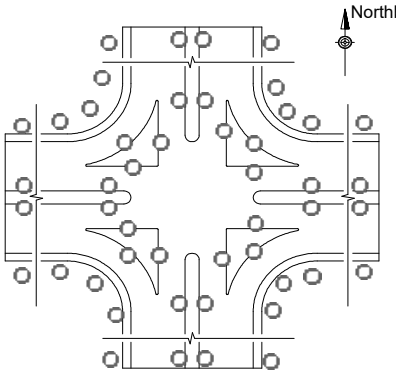
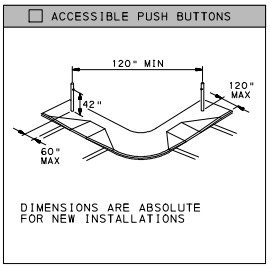
DEPARTMENT OF TRANSPORTATION

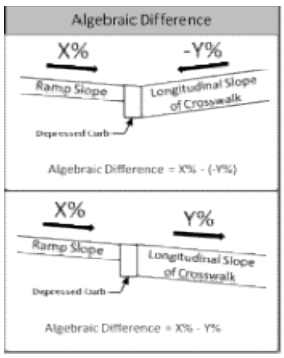
S 2ND ST & CATHARINE ST, PennDOT Location ID # 7

*Date of Design (yyyy mm dd)	2024	02	09		
Designer 1	Eric Long JJA				
Designer 2	Tyree Brown JJA				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	7.00	%	2.60	%	
Turning Maneuver in Street		Ramp Angle with Crosswalk		16	degrees
Turning Maneuver at Top of Ramp (Smax)		Comments:			
ECMS #		Alg Δ Grade (%)	11.8		
Intersection Ramp # of #		3	8		
*Ramp Location (Use Figure Below)			07		
*Curb Ramp Type	Type 1				
*North Leg	S 2ND	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	CATHARINE	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	S 2ND	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	CATHARINE	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-S2NDSt-CATHARINESt-S2NDSt-CATHARINESt-2024-02-09-7-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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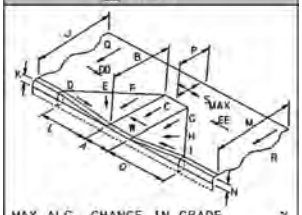
DEPARTMENT OF TRANSPORTATION

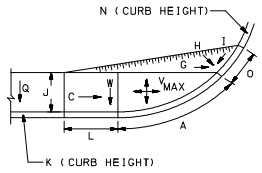
S 2ND ST & CATHARINE ST, PennDOT Location
ID # 7

☐ TYPE 1



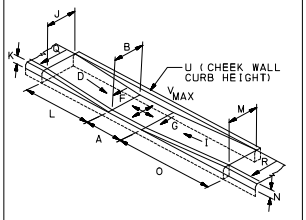
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



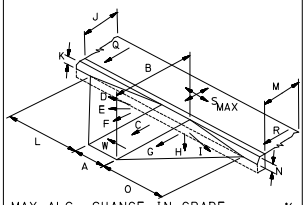
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



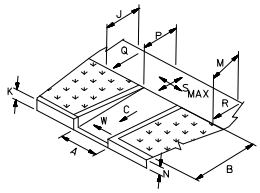
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



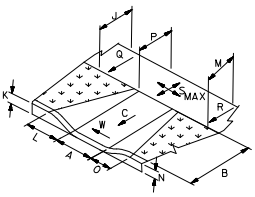
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



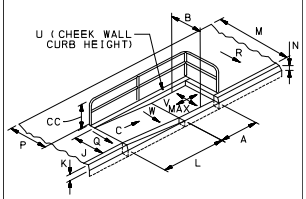
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



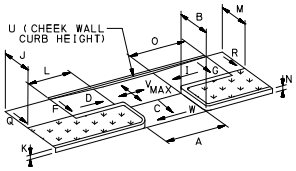
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



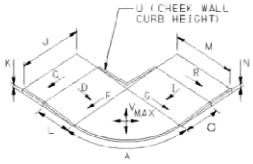
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



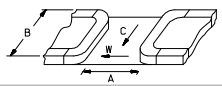
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

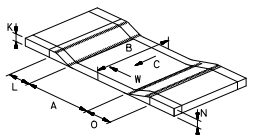
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %		
*	A	48	(IN)
*	B	74	(IN)
*	C	4.80	(%)
*	D	7.90	(%)
	E	8.10	(%)
*	F	5.20	(%)
*	G	5.00	(%)
	H	6.90	(%)
*	I	6.90	(%)
*	J	60	(IN)
	K	3	(IN)
	L	26	(IN)
*	M	60	(IN)
	N	3	(IN)
	O	32	(IN)
*	P	48	(IN)
*	Q	0.60	(%)
*	R	3.20	(%)
*	S		(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
*	Y		(IN)
*	YY	180	(IN)
*	Z		(IN)
*	ZZ	48	(IN)
*	AA		(IN)
*	BB		(IN)
	CC		(IN)
*	DD	4.20	(%)
*	EE	0.20	(%)

DWS Transition Strip	NO
DWS Transition Strip Slope (FF)	(%)

Comments ▲

C-06-101-60000-S2NDSt-CATHARINESt-S2NDSt-CATHARINESt-2024-02-09-7-Type1

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DEPARTMENT OF TRANSPORTATION

S 2ND ST & CATHARINE ST, PennDOT Location ID # 7

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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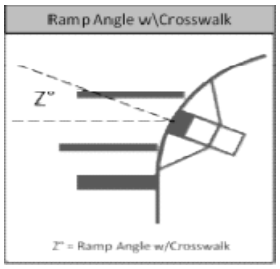
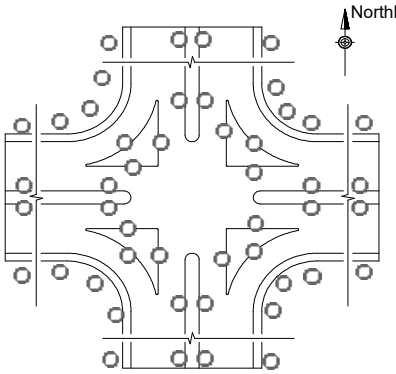
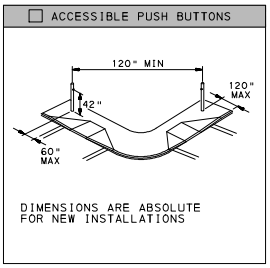
DEPARTMENT OF TRANSPORTATION

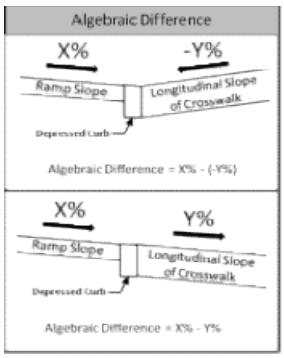
S 2ND ST & CATHARINE ST, PennDOT Location ID # 9

*Date of Design (yyyy mm dd)	2024	02	09		
Designer 1	Eric Long JJA				
Designer 2	Tyree Brown JJA				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	4.90	%	0.30	%	
Turning Maneuver in Street		Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)		Comments:			
ECMS #		Alg Δ Grade (%)	12.2		
Intersection Ramp # of #	4	8			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				
*North Leg	S 2ND	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	CATHARINE	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	S 2ND	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	CATHARINE	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)		Comments:			
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-S2NDSt-CATHARINESt-S2NDSt-CATHARINESt-2024-02-09-9-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

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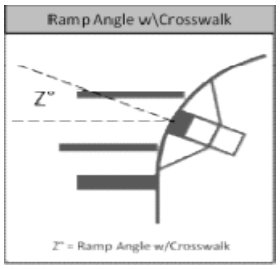
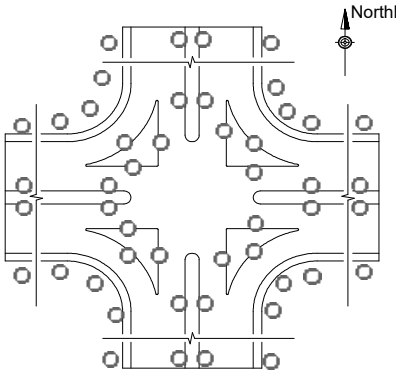
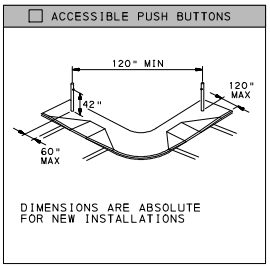
DEPARTMENT OF TRANSPORTATION

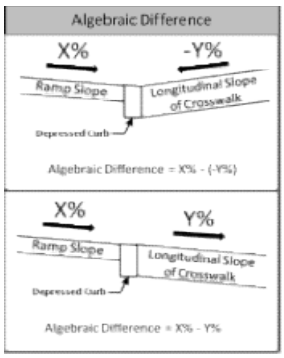
S 2ND ST & CHRISTIAN ST, PennDOT Location ID # 12

*Date of Design (yyyy mm dd)	2024	02	09		
Designer 1	Eric Long JJA				
Designer 2	Tyree Brown JJA				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Stop/Yield	
Longitudinal / Cross slope in Front of Ramp	1.20	%	0.20	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		12	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	9.1		
Intersection Ramp # of #	1	2			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				
*North Leg	S 2ND	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	CHRISTIAN	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	S 2ND	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	CHRISTIAN	(segment)	(offset)		
*West Leg Desc.	St				
Ramp Coordinates	Latitude				
	Longitude				









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES	
Push Button Turning Area - Max Slope (%)			Comments:		
Accessible Push Buttons	N/A				
Sketch Used To Collect Field Information	No				
Asset # (auto)	C-06-101-60000-S2NDSt-CHRISTIANSt-S2NDSt-CHRISTIANSt-2024-02-09-12-Type1				
Status	Current				
Archive Ramp at location #:	N/A				
Level of Service	Meets RC-67M				

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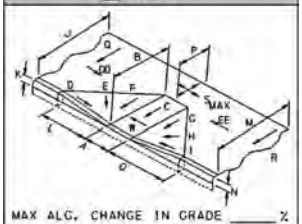
DEPARTMENT OF TRANSPORTATION

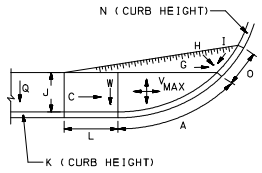
S 2ND ST & CHRISTIAN ST, PennDOT Location ID # 12

☐ TYPE 1



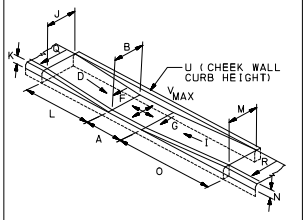
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



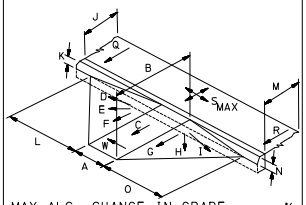
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



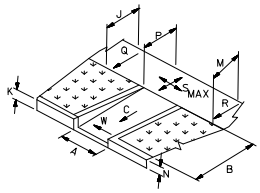
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



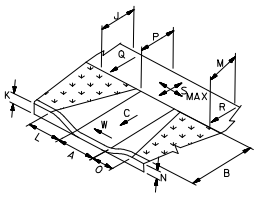
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



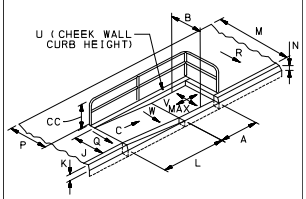
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



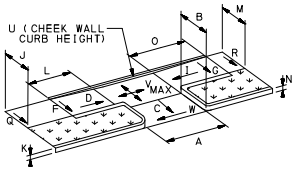
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



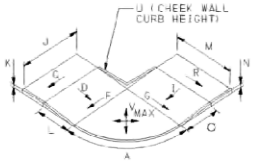
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



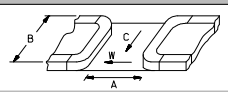
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

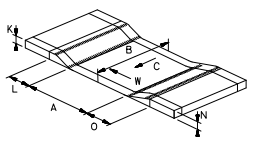
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	52	(IN)	
*	C	7.90	(%)	
*	D	5.20	(%)	
	E	6.20	(%)	
*	F	7.80	(%)	
*	G	7.30	(%)	
	H	9.00	(%)	
*	I	7.80	(%)	
*	J	55	(IN)	
	K	4	(IN)	
	L	46	(IN)	
*	M	48	(IN)	
	N	2	(IN)	
	O	46	(IN)	
*	P	48	(IN)	
*	Q	1.90	(%)	
*	R	1.50	(%)	
*	S	1.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.20	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	180	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	No stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.10	(%)	
*	EE	1.20	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-S2NDSt-CHRISTIANSt-S2NDSt-CHRISTIANSt-2024-02-09-12-Type1

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S 2ND ST & CHRISTIAN ST, PennDOT Location ID # 12

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

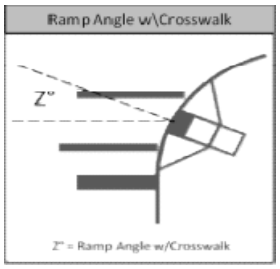
Insert Picture 6

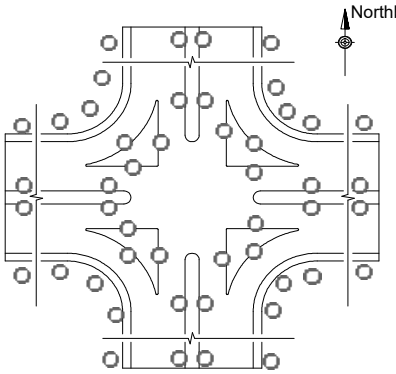
pennsylvania
DEPARTMENT OF TRANSPORTATION

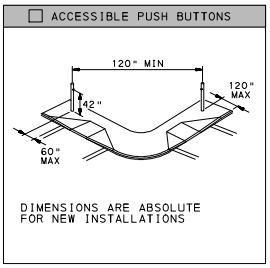
S 2ND ST & CHRISTIAN ST, PennDOT Location ID # 14

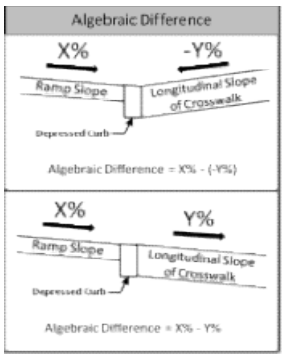
*Date of Design (yyyy mm dd)	2024	02	09		
Designer 1	Eric Long JJA				
Designer 2	Tyree Brown JJA				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	3.30	%	0.30	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		0	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	10.2		
Intersection Ramp # of #	2	2			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				

*North Leg	S 2ND	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	CHRISTIAN	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S 2ND	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	CHRISTIAN	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		







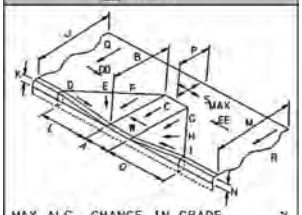


Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work				YES
Push Button Turning Area - Max Slope (%)			Comments:	
Accessible Push Buttons	N/A			
Sketch Used To Collect Field Information	No			
Asset # (auto)	C-06-101-60000-S2NDSt-CHRISTIANSt-S2NDSt-CHRISTIANSt-2024-02-09-14-Type1			
Status	Current			
Archive Ramp at location #:	N/A			
Level of Service	Meets RC-67M			

pennsylvania
DEPARTMENT OF TRANSPORTATION

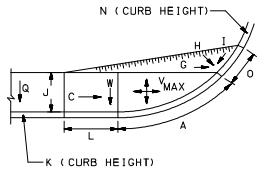
S 2ND ST & CHRISTIAN ST, PennDOT Location ID # 14

☐ TYPE 1



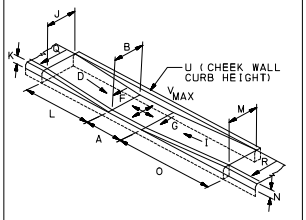
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



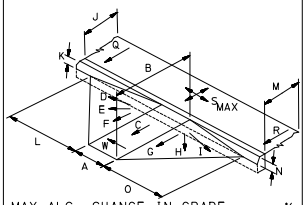
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



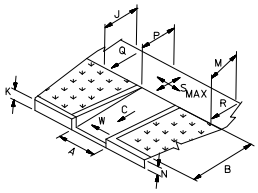
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



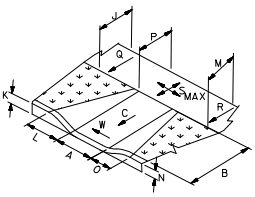
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



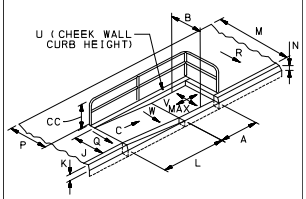
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



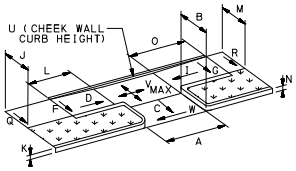
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



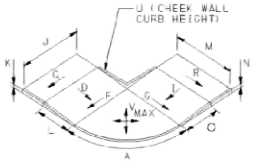
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



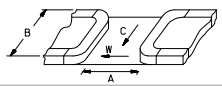
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

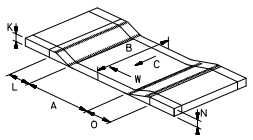
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	48	(IN)	
*	C	6.90	(%)	
*	D	8.30	(%)	
	E	8.80	(%)	
*	F	8.00	(%)	
*	G	5.80	(%)	
	H	9.30	(%)	
*	I	7.50	(%)	
*	J	55	(IN)	
	K	2	(IN)	
	L	32	(IN)	
*	M	48	(IN)	
	N	3	(IN)	
	O	36	(IN)	
*	P	48	(IN)	
*	Q	1.90	(%)	
*	R	1.50	(%)	
*	S	1.50	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.30	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	No stop bar
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	0.10	(%)	
*	EE	1.20	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-S2NDSt-CHRISTIANSt-S2NDSt-CHRISTIANSt-2024-02-09-14-Type1

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DEPARTMENT OF TRANSPORTATION

S 2ND ST & CHRISTIAN ST, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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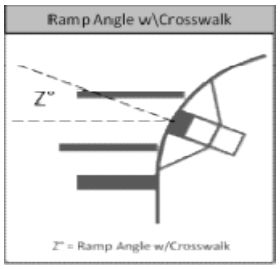
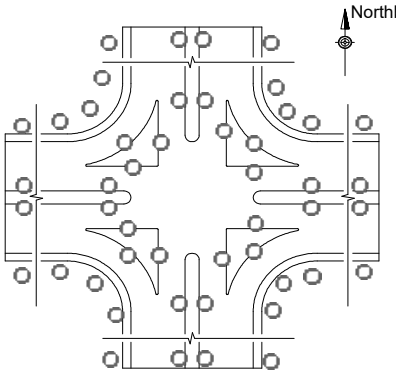
DEPARTMENT OF TRANSPORTATION

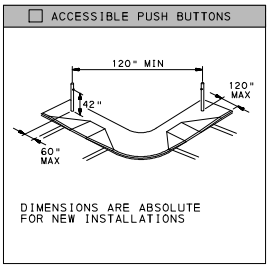
S FAIRHILL ST & WHARTON ST, PennDOT Location ID # 14

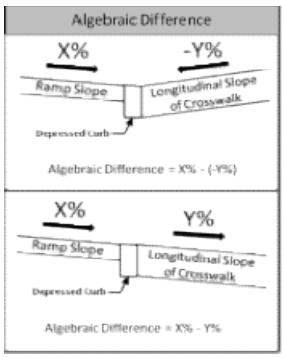
*Date of Design (yyyy mm dd)	2024	06	07		
Designer 1	ERIC LONG JJA				
Designer 2	- -				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Photo Log Number	N/A				
Number of Photos	2				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	YES				
Elevation Differences > 1/4"	NO		(X/16")		
Grate Openings or Gaps > 1/2"	NO		(X/16")		
Utilities in Path of Travel	NO				
Water Ponding in Path of Travel	NO				
Detectable Warning Surface (DWS)	YES				
DWS type	Cast Iron				
Pedestrian Crossing and Type	YES	Single Ramp with Single Cross Walk			
Ramp Leads to Accessible Path	YES	Crossing Control Type		Uncontrolled	
Longitudinal / Cross slope in Front of Ramp	0.40	%	1.80	%	
Turning Maneuver in Street	NO	Ramp Angle with Crosswalk		11	degrees
Turning Maneuver at Top of Ramp (Smax)	YES	Comments:			
ECMS #		Alg Δ Grade (%)	7.3		
Intersection Ramp # of #	1	2			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				

*North Leg	S FAIRHILL	(segment)	(offset)
*North Leg Desc.	St		
*East Leg	WHARTON	(segment)	(offset)
*East Leg Desc.	St		
*South Leg	S FAIRHILL	(segment)	(offset)
*South Leg Desc.	St		
*West Leg	WHARTON	(segment)	(offset)
*West Leg Desc.	St		
Ramp Coordinates	Latitude		
	Longitude		









Minimum 4'-0" Pedestrian Access Route(PAR) Maintained within the Limit of Work			YES
Push Button Turning Area - Max Slope (%)		Comments:	
Accessible Push Buttons	N/A		
Sketch Used To Collect Field Information	No		
Asset # (auto)	C-06-101-60000-SFAIRHILLSt-WHARTONSt-SFAIRHILLSt-WHARTONSt-2024-06-07-14-Type1		
Status	Current		
Archive Ramp at location #:	N/A		
Level of Service	Meets RC-67M		

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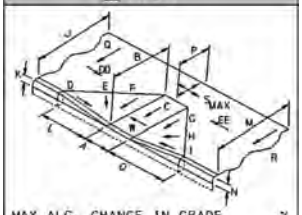
DEPARTMENT OF TRANSPORTATION

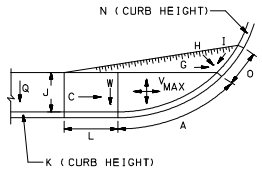
S FAIRHILL ST & WHARTON ST, PennDOT
Location ID # 14

☐ TYPE 1



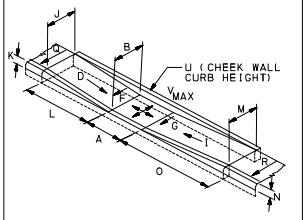
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



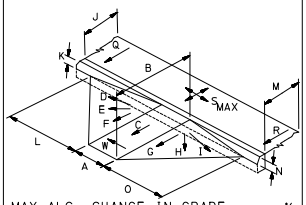
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



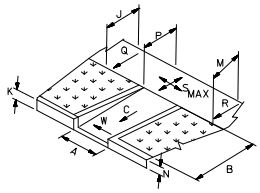
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 3



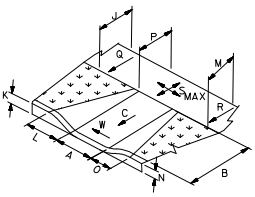
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4



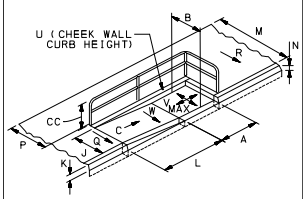
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 4A



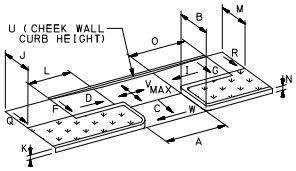
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



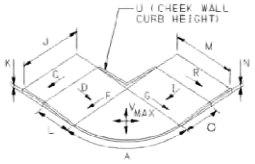
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

☐ TYPE 6



MAX ALG. CHANGE IN GRADE _____ %

☐ BLENDED TRANSITION



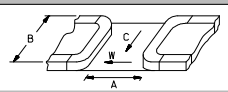
MAX ALG. CHANGE IN GRADE _____ %

☐ NON-TYPICAL

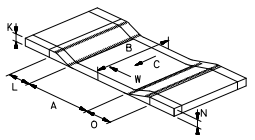
"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

☐ TYPE A MEDIAN



☐ TYPE B MEDIAN



	"0.00" inches or %			Comments
*	A	48	(IN)	
*	B	43	(IN)	
*	C	6.90	(%)	
*	D	4.20	(%)	
	E	4.50	(%)	
*	F	6.50	(%)	
*	G	6.00	(%)	
	H	8.40	(%)	
*	I	8.30	(%)	
*	J	100	(IN)	
	K	3	(IN)	
	L	30	(IN)	
*	M	65	(IN)	
	N	2	(IN)	
	O	48	(IN)	
*	P	50	(IN)	
*	Q	1.60	(%)	
*	R	2.10	(%)	
*	S	2.00	(%)	
	T		(IN)	
	U		(IN)	
*	V		(%)	
*	W	1.70	(%)	
*	X		(IN)	
*	Y		(IN)	
*	YY	120	(IN)	
*	Z		(IN)	
*	ZZ	999	(IN)	-
*	AA		(IN)	
*	BB		(IN)	
	CC		(IN)	
*	DD	2.70	(%)	
*	EE	4.80	(%)	
	DWS Transition Strip	NO		
	DWS Transition Strip Slope (FF)		(%)	

C-06-101-60000-SFAIRHILLSt-WHARTONSt-SFAIRHILLSt-WHARTONSt-2024-06-07-14-Type1

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DEPARTMENT OF TRANSPORTATION

S FAIRHILL ST & WHARTON ST, PennDOT Location ID # 14

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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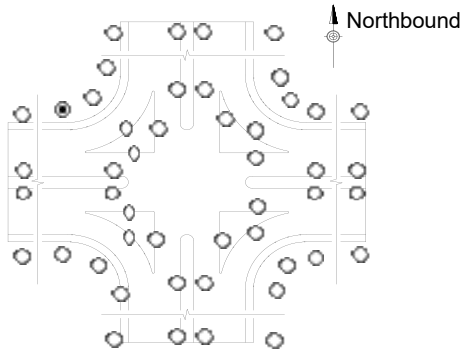
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	03	14	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		0.70	%		
Cross Slope in Front of Ramp (Road Profile)		0.60	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	4.3	%	
Intersection Ramp # of #		1	2		
*Ramp Location (Use Figure Below)			02		
*Curb Ramp Type		Type 1			
*North Leg	4th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	4th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-4thSt-WashingtonAve-4thSt-WashingtonAve-2024-03-14-2-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

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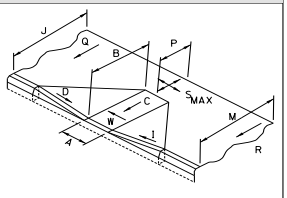
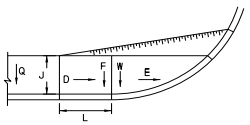
See the last tab of this workbook for instructions

TYPE 1



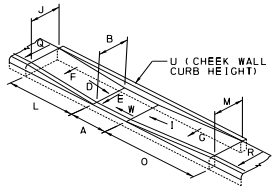
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



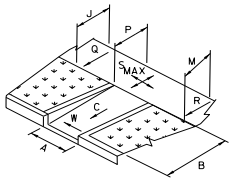
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



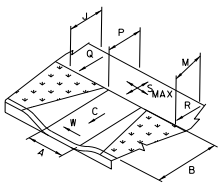
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



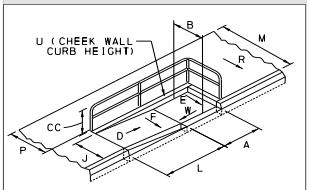
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



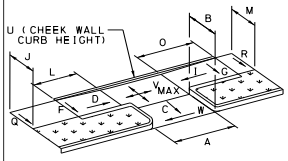
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



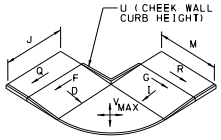
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



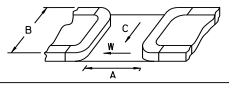
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

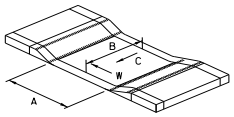


MAX ALG. CHANGE IN GRADE _____ %

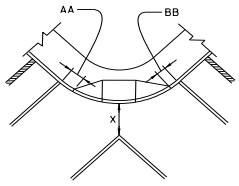
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	120	(IN)
*	C	3.60	(%)
*	D	5.20	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	8.40	(%)
*	J	217	(IN)
	K		(IN)
	L		(IN)
*	M	96	(IN)
	N		(IN)
	O		(IN)
*	P	65	(IN)
*	Q	1.50	(%)
*	R	4.30	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

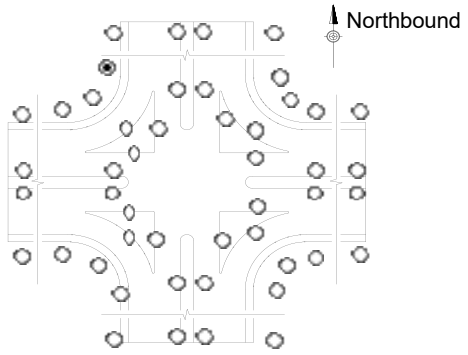
CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	03	14	
Field Investigators 1	Donald Slipp			
Field Investigators 2	Marykate Stine			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Cast Iron			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.70	%		
Cross Slope in Front of Ramp (Road Profile)	0.70	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #	108092	Alg Δ Grade	8.3	%
Intersection Ramp # of #		2	2	
*Ramp Location (Use Figure Below)			04	
*Curb Ramp Type	Type 1			
*North Leg	4th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Washington	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	4th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Washington	(segment)	(offset)	
*West Leg Desc.	Ave			



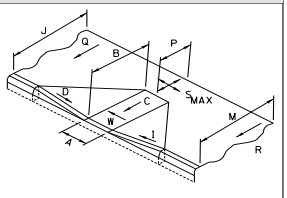
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-4thSt-WashingtonAve-4thSt-WashingtonAve-2024-03-14-4-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

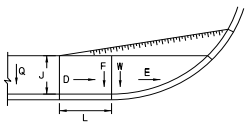
See the last tab of this workbook for instructions

TYPE 1



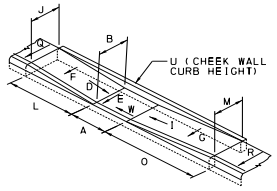
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



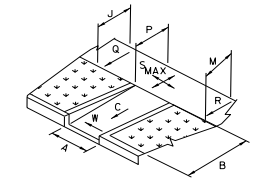
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



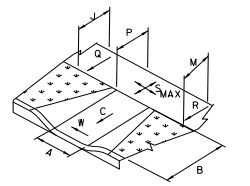
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



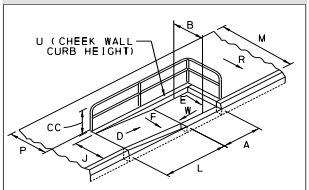
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



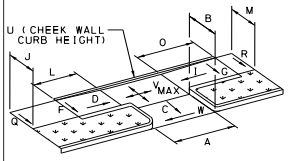
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



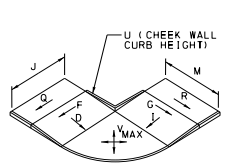
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



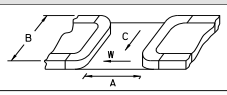
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

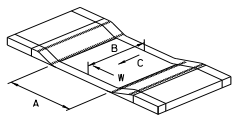


MAX ALG. CHANGE IN GRADE _____ %

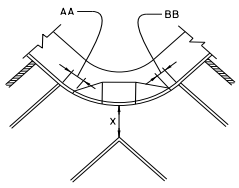
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	96	(IN)
*	C	5.60	(%)
*	D	9.40	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	3.80	(%)
*	J	217	(IN)
	K		(IN)
	L		(IN)
*	M	96	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.50	(%)
*	R	4.30	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.30	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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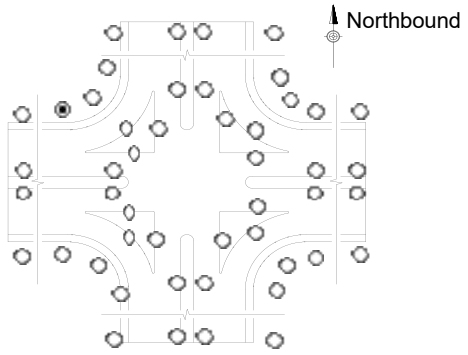
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	03	14		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	No				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	0.50	%			
Cross Slope in Front of Ramp (Road Profile)	0.40	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 108092	Alg Δ Grade	4.9	%		
Intersection Ramp # of #	1	8			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				
*North Leg	5th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	5th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



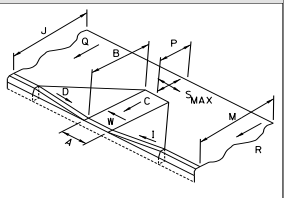
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-5thSt-WashingtonAve-5thSt-WashingtonAve-2024-03-14-2-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

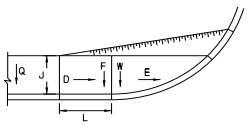
See the last tab of this workbook for instructions

TYPE 1



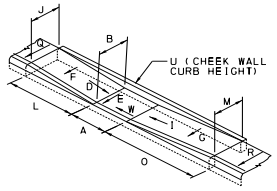
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



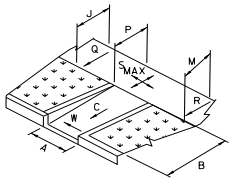
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



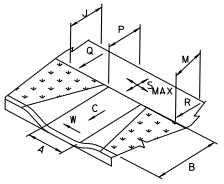
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



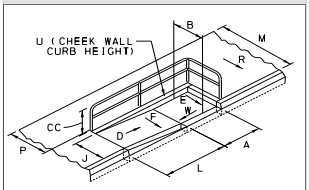
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



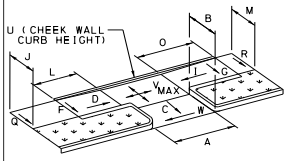
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



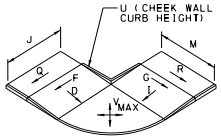
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



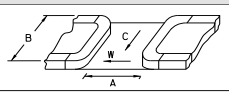
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

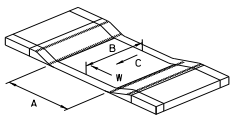


MAX ALG. CHANGE IN GRADE _____ %

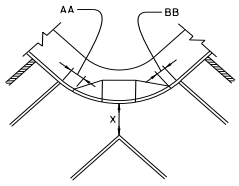
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	120	(IN)
*	C	4.40	(%)
*	D	7.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	7.10	(%)
*	J	235	(IN)
	K		(IN)
	L		(IN)
*	M	156	(IN)
	N		(IN)
	O		(IN)
*	P	53	(IN)
*	Q	4.00	(%)
*	R	5.80	(%)
*	S	0.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.80	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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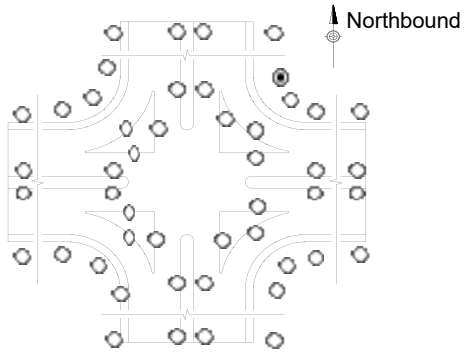
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	03	14	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		2.40	%		
Cross Slope in Front of Ramp (Road Profile)		1.40	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	10.5	%	
Intersection Ramp # of #		3	8		
*Ramp Location (Use Figure Below)			07		
*Curb Ramp Type		Type 1			
*North Leg	5th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	5th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-5thSt-WashingtonAve-5thSt-WashingtonAve-2024-03-14-7-Type1
* Status	Current
Level of Service	Meets RC-67M

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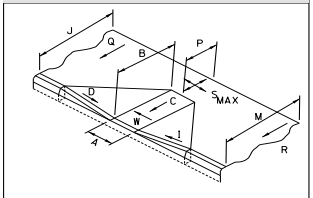
DEPARTMENT OF TRANSPORTATION

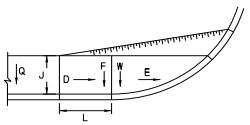
See the last tab of this workbook for instructions

TYPE 1



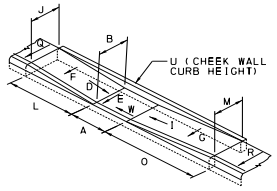
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



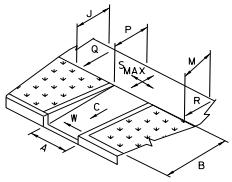
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



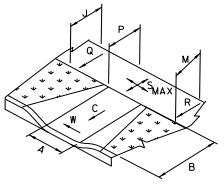
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



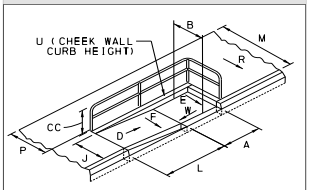
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



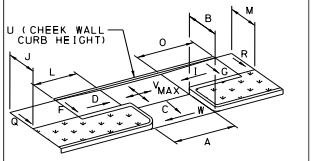
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



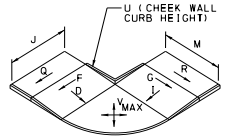
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



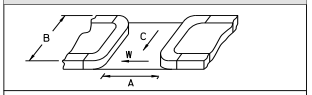
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

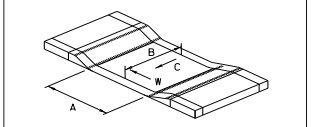


MAX ALG. CHANGE IN GRADE _____ %

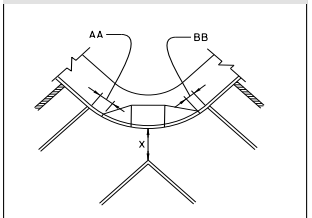
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	64	(IN)
*	C	8.10	(%)
*	D	6.50	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	7.60	(%)
*	J	97	(IN)
	K		(IN)
	L		(IN)
*	M	221	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	3.20	(%)
*	R	1.90	(%)
*	S	0.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.70	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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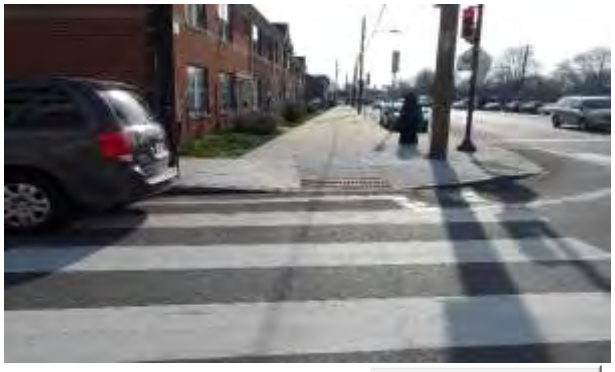
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions



Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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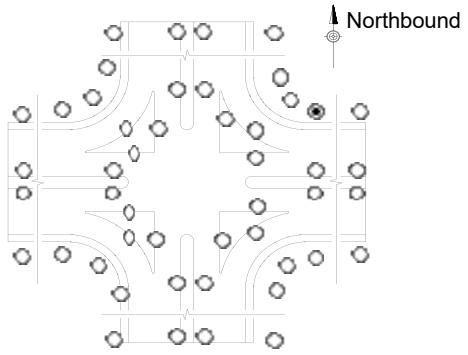
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	03	14	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		0.60	%		
Cross Slope in Front of Ramp (Road Profile)		1.60	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	4.9	%	
Intersection Ramp # of #		4	8		
*Ramp Location (Use Figure Below)			09		
*Curb Ramp Type	Type 1				
*North Leg	5th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	5th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-5thSt-WashingtonAve-5thSt-WashingtonAve-2024-03-14-9-Type1
* Status	Current
Level of Service	Meets RC-67M

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DEPARTMENT OF TRANSPORTATION

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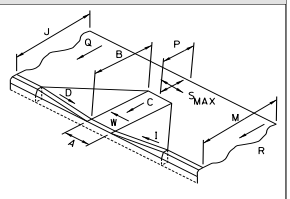
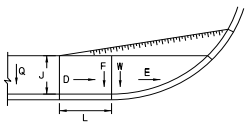
TYPE 1



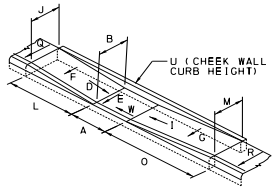
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



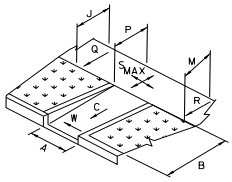
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



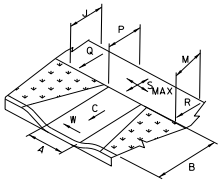
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



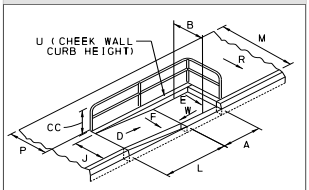
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



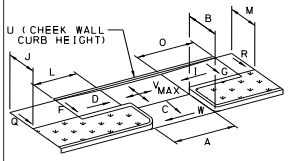
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



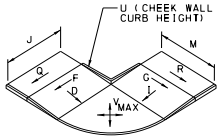
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



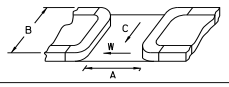
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

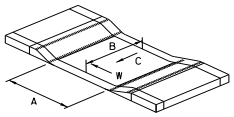


MAX ALG. CHANGE IN GRADE _____ %

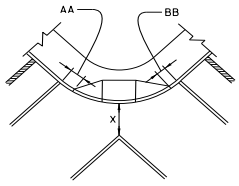
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	131	(IN)
*	C	4.30	(%)
*	D	6.90	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	5.10	(%)
*	J	97	(IN)
	K		(IN)
	L		(IN)
*	M	221	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	3.20	(%)
*	R	1.90	(%)
*	S	0.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.50	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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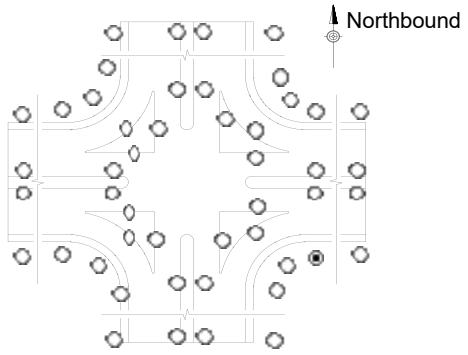
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	03	14		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	No				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	2.20	%			
Cross Slope in Front of Ramp (Road Profile)	0.90	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 108092	Alg Δ Grade	6.9	%		
Intersection Ramp # of #	5	8			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				
*North Leg	5th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	5th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



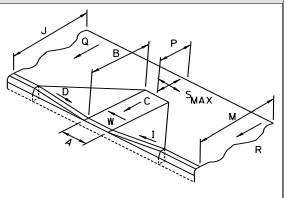
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-5thSt-WashingtonAve-5thSt-WashingtonAve-2024-03-14-12-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

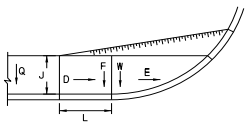
See the last tab of this workbook for instructions

TYPE 1



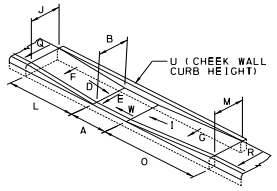
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



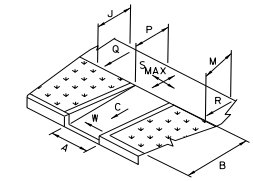
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



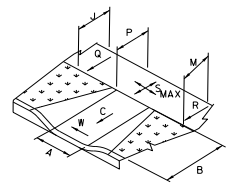
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



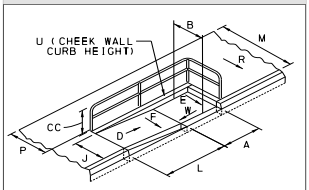
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



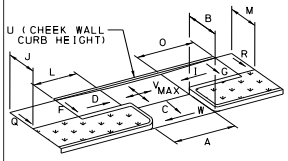
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



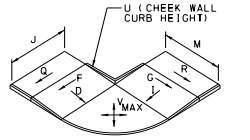
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



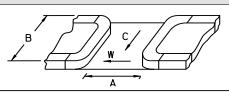
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

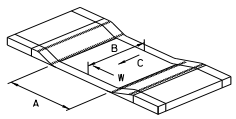


MAX ALG. CHANGE IN GRADE _____ %

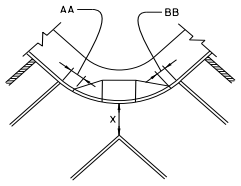
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

		"0.00" inches or %	
*	A	48	(IN)
*	B	96	(IN)
*	C	4.70	(%)
*	D	6.90	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.50	(%)
*	J	235	(IN)
	K		(IN)
	L		(IN)
*	M	180	(IN)
	N		(IN)
	O		(IN)
*	P	56	(IN)
*	Q	1.30	(%)
*	R	0.10	(%)
*	S	0.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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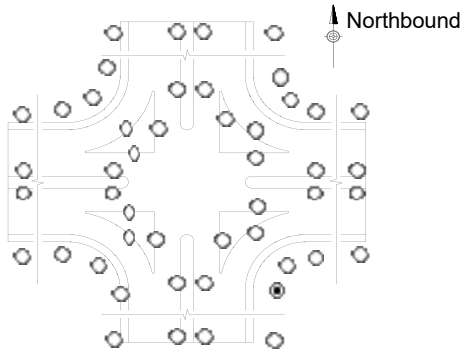
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	03	14		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	No				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	0.50	%			
Cross Slope in Front of Ramp (Road Profile)	0.40	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 108092	Alg Δ Grade	4.5	%		
Intersection Ramp # of #	6	8			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg	5th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	5th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				

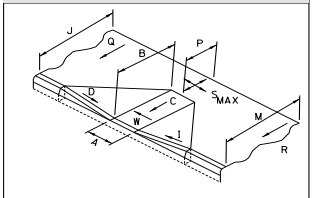


Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-5thSt-WashingtonAve-5thSt-WashingtonAve-2024-03-14-14-Type1
* Status	Current
Level of Service	Meets RC-67M

pennsylvania
DEPARTMENT OF TRANSPORTATION

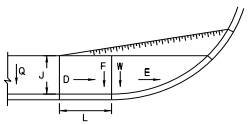
See the last tab of this workbook for instructions

TYPE 1



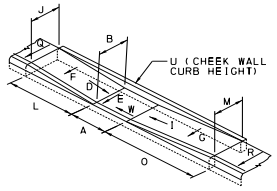
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



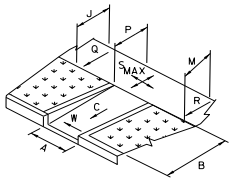
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



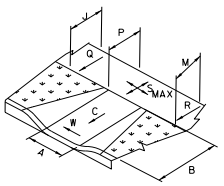
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



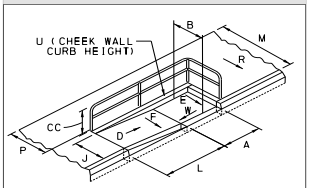
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



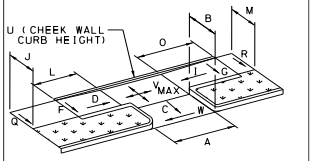
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



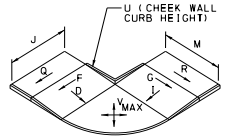
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



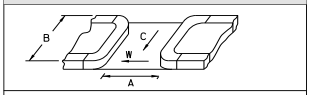
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

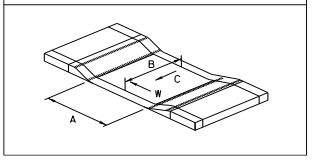


MAX ALG. CHANGE IN GRADE _____ %

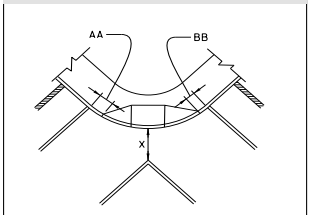
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	63	(IN)
*	C	4.00	(%)
*	D	4.30	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.50	(%)
*	J	235	(IN)
	K		(IN)
	L		(IN)
*	M	180	(IN)
	N		(IN)
	O		(IN)
*	P	62	(IN)
*	Q	1.30	(%)
*	R	0.10	(%)
*	S	0.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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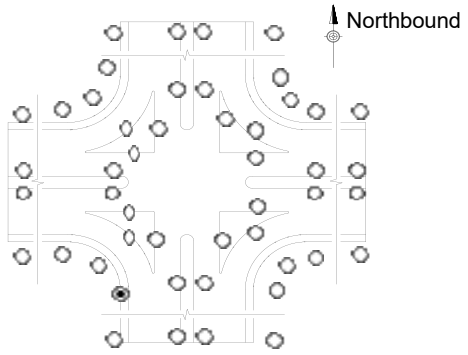
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	03	14		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	No				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	5.00	%			
Cross Slope in Front of Ramp (Road Profile)	2.00	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 108092	Alg Δ Grade	9.7	%		
Intersection Ramp # of #	7	8			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 1				
*North Leg	5th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	5th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



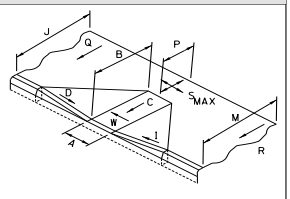
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-5thSt-WashingtonAve-5thSt-WashingtonAve-2024-03-14-17-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

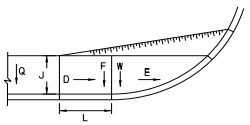
See the last tab of this workbook for instructions

TYPE 1



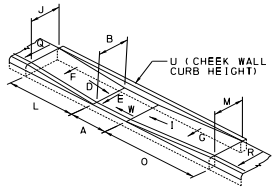
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



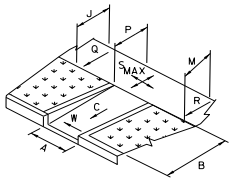
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



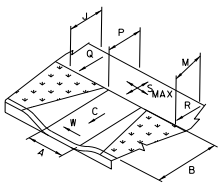
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



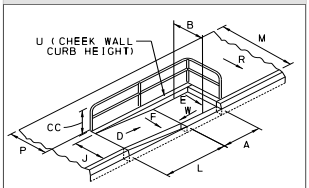
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



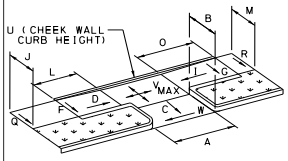
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



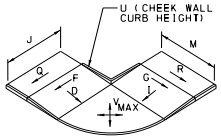
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



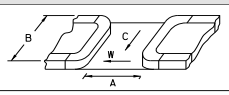
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

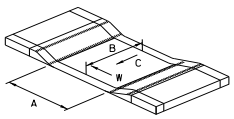


MAX ALG. CHANGE IN GRADE _____ %

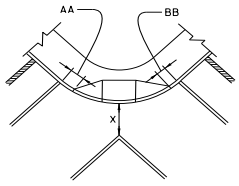
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	65	(IN)
*	C	4.70	(%)
*	D	5.80	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	3.40	(%)
*	J	120	(IN)
	K		(IN)
	L		(IN)
*	M	222	(IN)
	N		(IN)
	O		(IN)
*	P	50	(IN)
*	Q	1.40	(%)
*	R	1.50	(%)
*	S	0.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.40	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

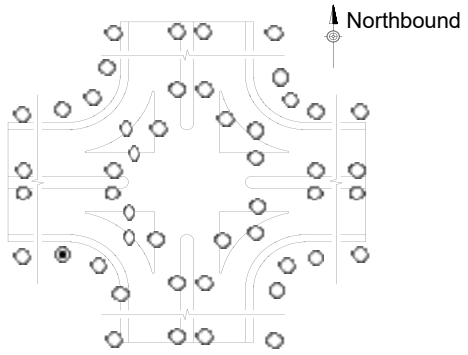
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	03	14	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		3.50	%		
Cross Slope in Front of Ramp (Road Profile)		1.50	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	6.1	%	
Intersection Ramp # of #		8	8		
*Ramp Location (Use Figure Below)			19		
*Curb Ramp Type		Type 1			
*North Leg	5th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	5th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				

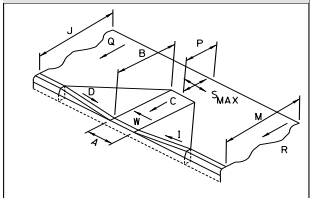


Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-5thSt-WashingtonAve-5thSt-WashingtonAve-2024-03-14-19-Type1
* Status	Current
Level of Service	Meets RC-67M

pennsylvania
DEPARTMENT OF TRANSPORTATION

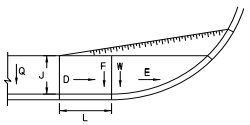
See the last tab of this workbook for instructions

TYPE 1



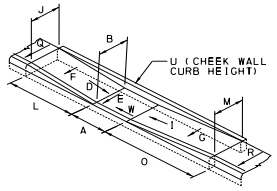
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



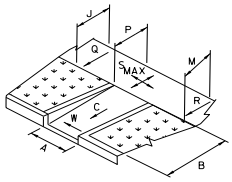
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



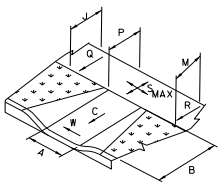
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



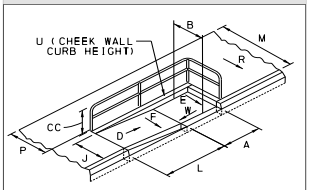
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



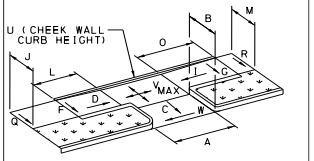
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



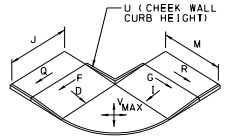
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



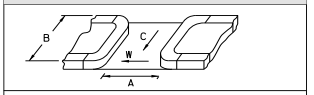
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

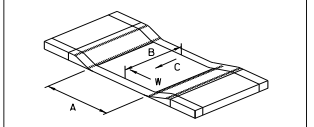


MAX ALG. CHANGE IN GRADE _____ %

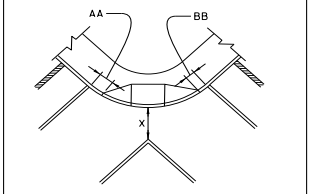
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	103	(IN)
*	C	2.60	(%)
*	D	9.20	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	4.80	(%)
*	J	120	(IN)
	K		(IN)
	L		(IN)
*	M	222	(IN)
	N		(IN)
	O		(IN)
*	P	50	(IN)
*	Q	1.40	(%)
*	R	1.50	(%)
*	S	0.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

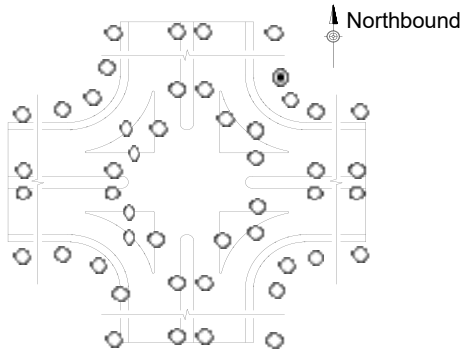
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	03	14	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		0.10	%		
Cross Slope in Front of Ramp (Road Profile)		0.90	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	7.5	%	
Intersection Ramp # of #		3	8		
*Ramp Location (Use Figure Below)			07		
*Curb Ramp Type	Type 1				
*North Leg	6th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	6th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				

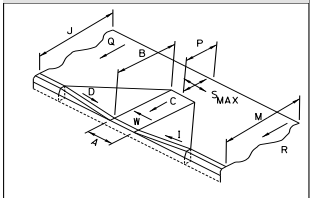


Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-6thSt-WashingtonAve-6thSt-WashingtonAve-2024-03-14-7-Type1
* Status	Current
Level of Service	Meets RC-67M

pennsylvania
DEPARTMENT OF TRANSPORTATION

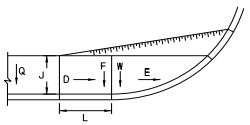
See the last tab of this workbook for instructions

TYPE 1



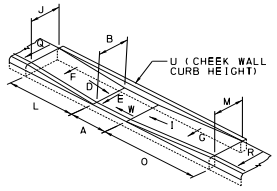
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



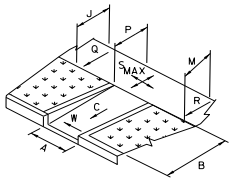
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



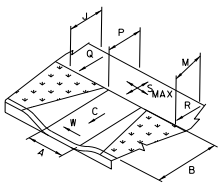
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



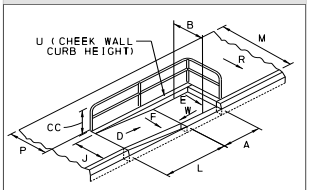
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



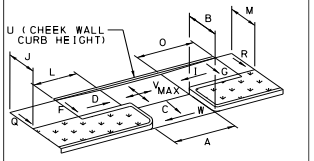
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



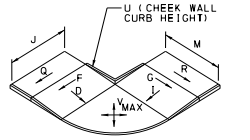
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



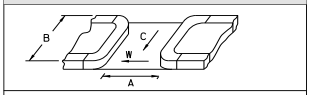
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

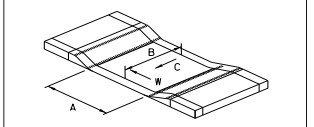


MAX ALG. CHANGE IN GRADE _____ %

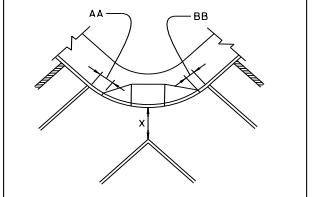
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	78	(IN)
*	C	7.40	(%)
*	D	4.40	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	9.50	(%)
*	J	129	(IN)
	K		(IN)
	L		(IN)
*	M	200	(IN)
	N		(IN)
	O		(IN)
*	P	53	(IN)
*	Q	3.60	(%)
*	R	0.50	(%)
*	S	0.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

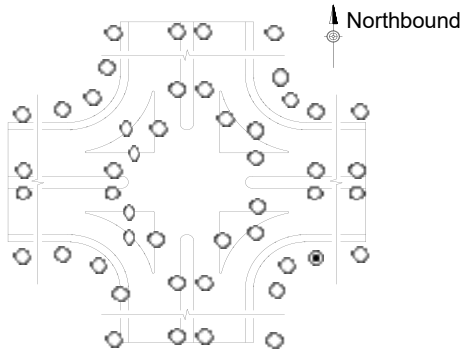
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	03	14	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		1.10	%		
Cross Slope in Front of Ramp (Road Profile)		1.80	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	3.6	%	
Intersection Ramp # of #		5	8		
*Ramp Location (Use Figure Below)			12		
*Curb Ramp Type		Type 1			
*North Leg	6th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	6th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-6thSt-WashingtonAve-6thSt-WashingtonAve-2024-03-14-12-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

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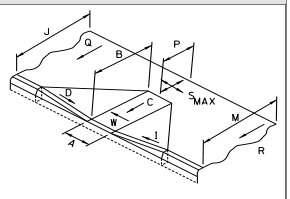
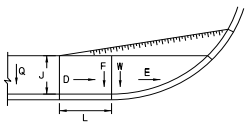
TYPE 1



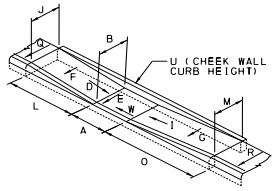
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



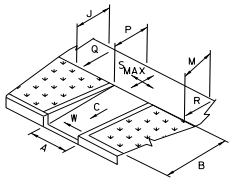
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



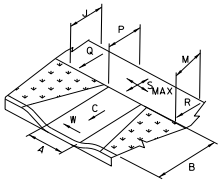
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



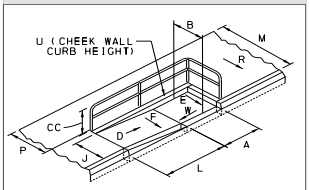
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



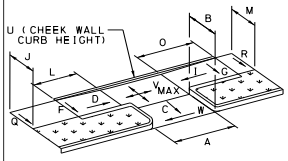
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



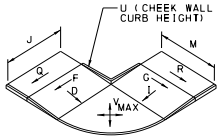
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



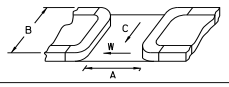
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

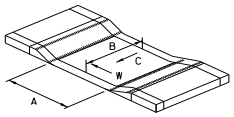


MAX ALG. CHANGE IN GRADE _____ %

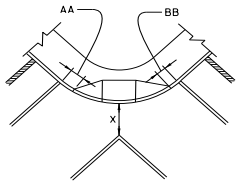
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	95	(IN)
*	C	2.50	(%)
*	D	8.60	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	8.90	(%)
*	J	215	(IN)
	K		(IN)
	L		(IN)
*	M	135	(IN)
	N		(IN)
	O		(IN)
*	P	55	(IN)
*	Q	2.90	(%)
*	R	2.70	(%)
*	S	1.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.80	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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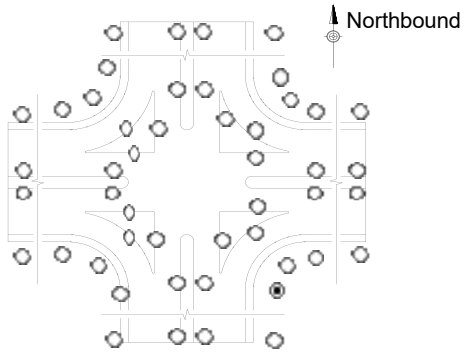
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	03	14	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		-3.30	%		
Cross Slope in Front of Ramp (Road Profile)		1.30	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	4.6	%	
Intersection Ramp # of #		6	8		
*Ramp Location (Use Figure Below)			14		
*Curb Ramp Type		Type 1			
*North Leg	6th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	6th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-6thSt-WashingtonAve-6thSt-WashingtonAve-2024-03-14-14-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

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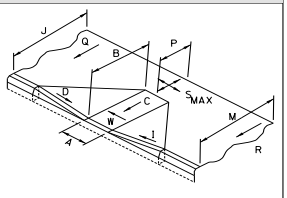
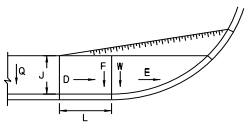
TYPE 1



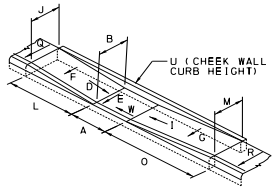
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



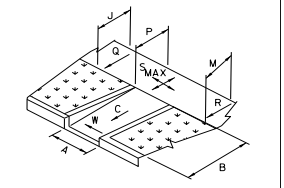
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



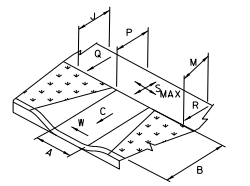
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



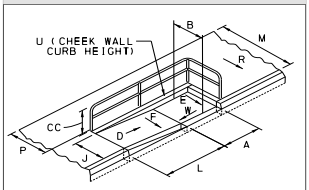
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



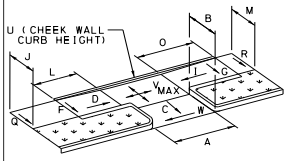
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



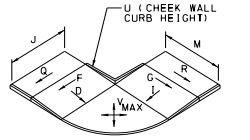
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



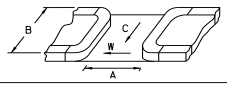
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

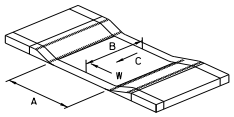


MAX ALG. CHANGE IN GRADE _____ %

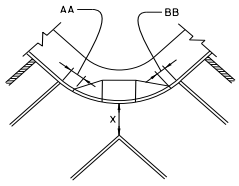
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	66	(IN)
*	C	7.90	(%)
*	D	7.80	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	4.10	(%)
*	J	215	(IN)
	K		(IN)
	L		(IN)
*	M	135	(IN)
	N		(IN)
	O		(IN)
*	P	53	(IN)
*	Q	2.90	(%)
*	R	2.20	(%)
*	S	1.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.50	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

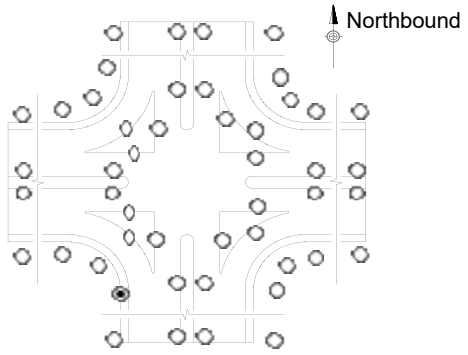
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	03	14		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	No				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	1.10	%			
Cross Slope in Front of Ramp (Road Profile)	1.80	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 108092	Alg Δ Grade	8.1	%		
Intersection Ramp # of #	7	8			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 1				
*North Leg	6th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	6th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



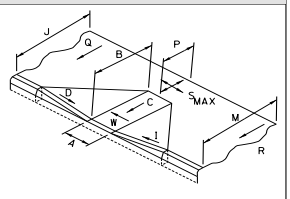
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-6thSt-WashingtonAve-6thSt-WashingtonAve-2024-03-14-17-Type1
* Status	Current
Level of Service	Ex - Provides Max Access

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

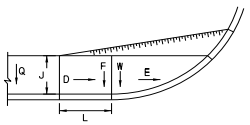
See the last tab of this workbook for instructions

TYPE 1



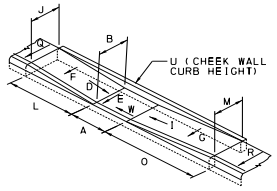
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



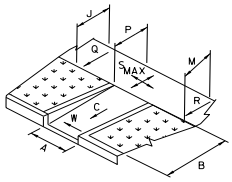
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



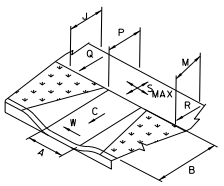
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



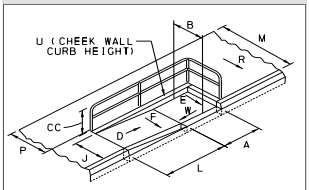
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



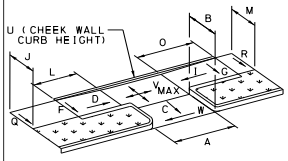
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



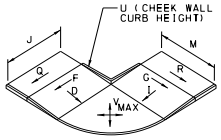
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



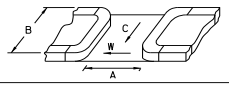
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

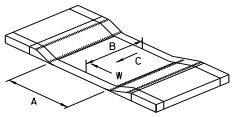


MAX ALG. CHANGE IN GRADE _____ %

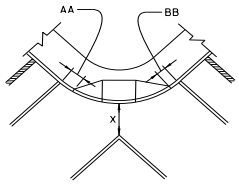
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	79	(IN)
*	C	7.00	(%)
*	D	7.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	8.50	(%)
*	J	137	(IN)
	K		(IN)
	L		(IN)
*	M	225	(IN)
	N		(IN)
	O		(IN)
*	P	56	(IN)
*	Q	2.20	(%)
*	R	1.20	(%)
*	S	2.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.90	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

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Scanned Inspection Form (TIFF set resolution to 200 DPI)

The value of *S* has been approved by District 6 ADE.

CS-4401 (6-17)

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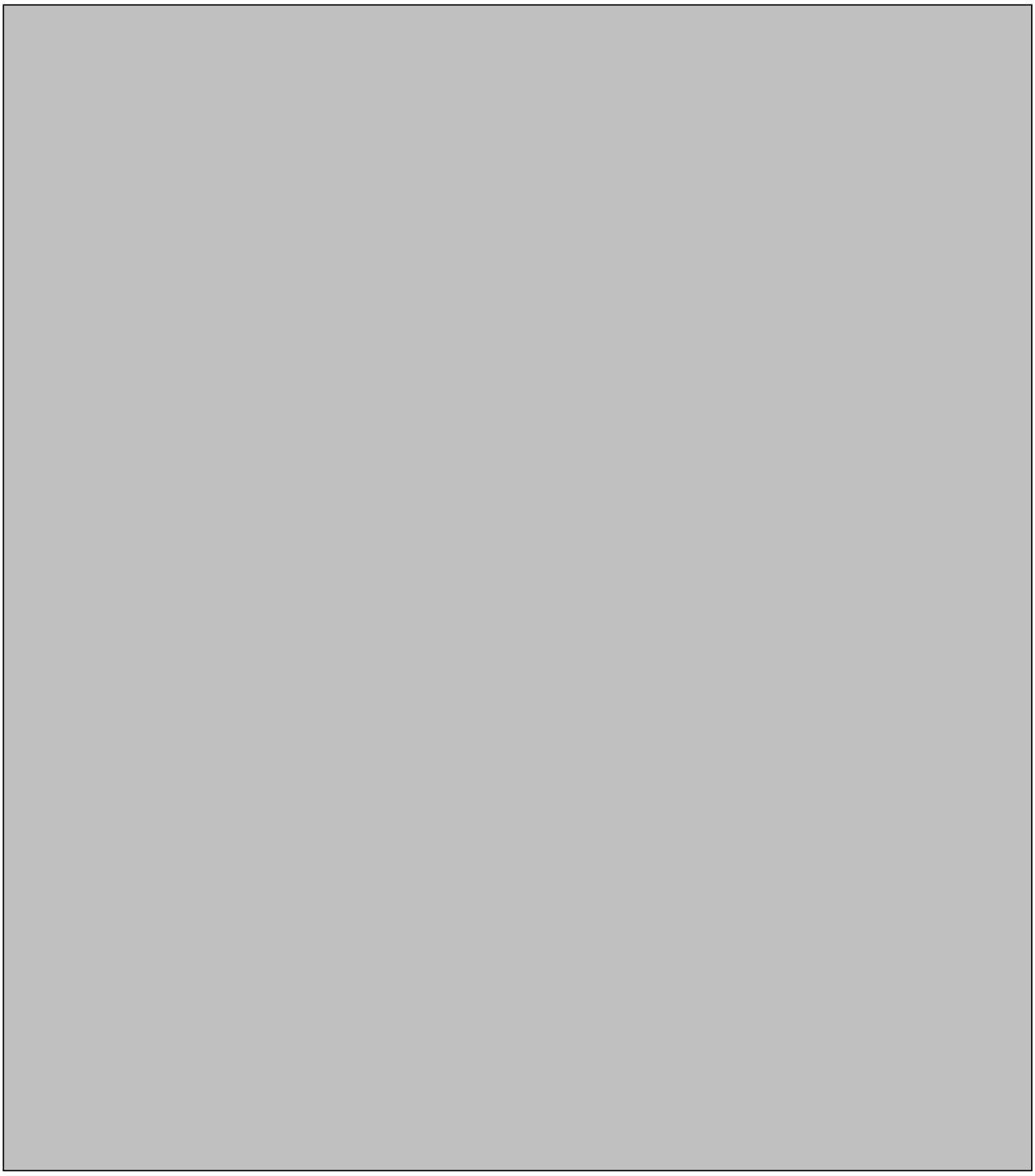
DEPARTMENT OF TRANSPORTATION

Scanned Inspection Form Continued (TIFF set resolution to 200 DPI)

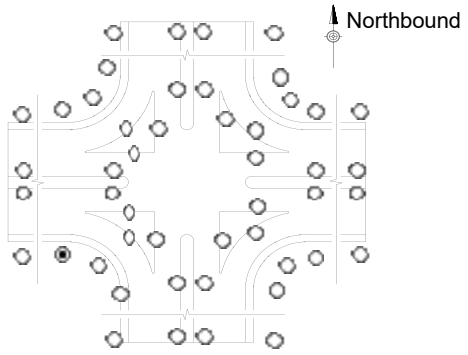


CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	03	14	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		4.00	%		
Cross Slope in Front of Ramp (Road Profile)		1.30	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	9.1	%	
Intersection Ramp # of #		9	8		
*Ramp Location (Use Figure Below)			19		
*Curb Ramp Type		Type 1			
*North Leg	6th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	6th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-6thSt-WashingtonAve-6thSt-WashingtonAve-2024-03-14-19-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

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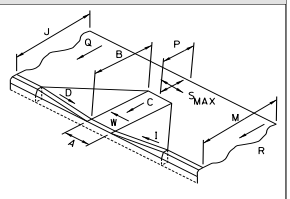
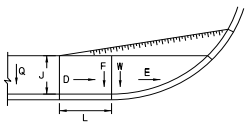
TYPE 1



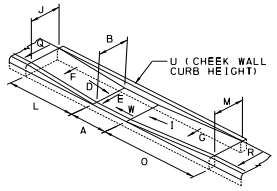
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



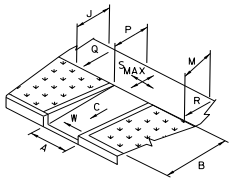
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



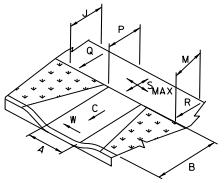
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



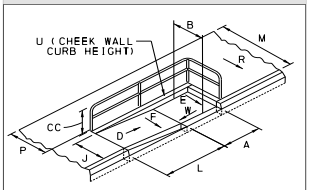
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



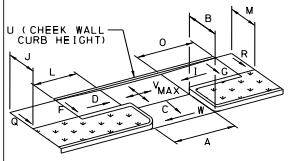
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



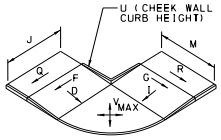
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



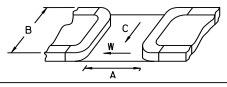
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

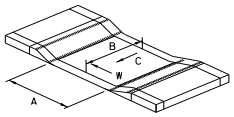


MAX ALG. CHANGE IN GRADE _____ %

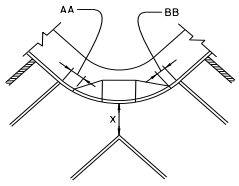
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	101	(IN)
*	C	5.10	(%)
*	D	8.10	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.80	(%)
*	J	137	(IN)
	K		(IN)
	L		(IN)
*	M	225	(IN)
	N		(IN)
	O		(IN)
*	P	72	(IN)
*	Q	2.20	(%)
*	R	1.20	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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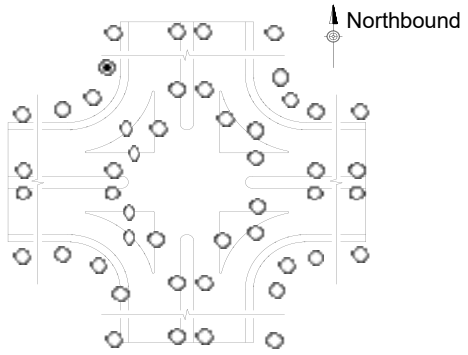
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	03	14	
Field Investigators 1	Donald Slipp			
Field Investigators 2	Marykate Stine			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Cast Iron			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.70	%		
Cross Slope in Front of Ramp (Road Profile)	0.70	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #	108092	Alg Δ Grade	8.1	%
Intersection Ramp # of #		2	8	
*Ramp Location (Use Figure Below)			04	
*Curb Ramp Type	Type 1			
*North Leg	7th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Washington	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	7th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Washington	(segment)	(offset)	
*West Leg Desc.	Ave			



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-7thSt-WashingtonAve-7thSt-WashingtonAve-2024-03-14-4-Type1
* Status	Current
Level of Service	Meets RC-67M

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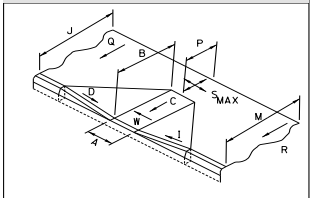
pennsylvania
DEPARTMENT OF TRANSPORTATION

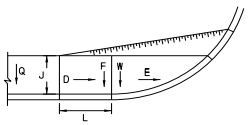
See the last tab of this workbook for instructions

TYPE 1



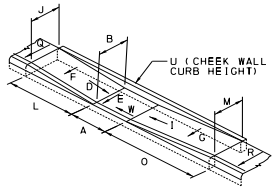
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



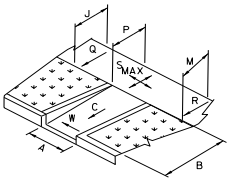
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



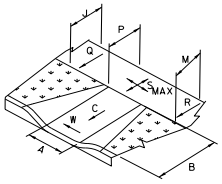
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



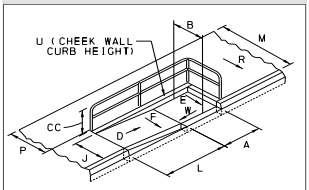
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



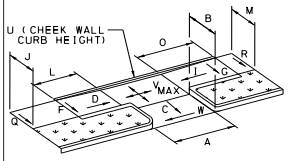
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



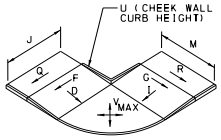
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



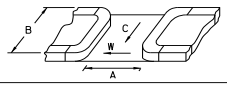
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

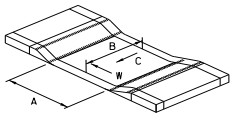


MAX ALG. CHANGE IN GRADE _____ %

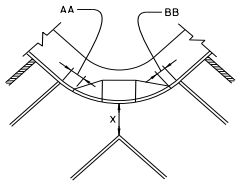
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	67	(IN)
*	C	5.40	(%)
*	D	7.50	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	3.40	(%)
*	J	264	(IN)
	K		(IN)
	L		(IN)
*	M	157	(IN)
	N		(IN)
	O		(IN)
*	P	57	(IN)
*	Q	1.40	(%)
*	R	0.80	(%)
*	S	1.10	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

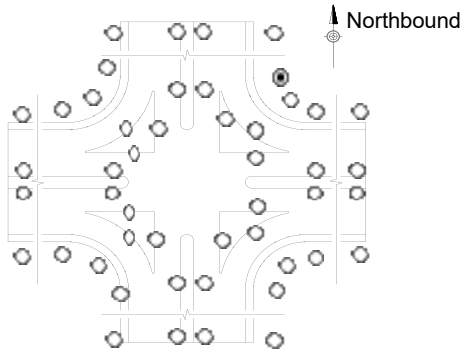
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	03	14	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		5.00	%		
Cross Slope in Front of Ramp (Road Profile)		2.30	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	9.8	%	
Intersection Ramp # of #		4	8		
*Ramp Location (Use Figure Below)			09		
*Curb Ramp Type		Type 1			
*North Leg	7th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	7th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				

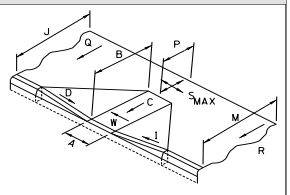


Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-7thSt-WashingtonAve-7thSt-WashingtonAve-2024-03-14-9-Type1
* Status	Current
Level of Service	Meets RC-67M

pennsylvania
DEPARTMENT OF TRANSPORTATION

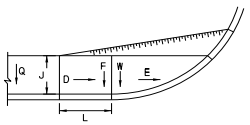
See the last tab of this workbook for instructions

TYPE 1



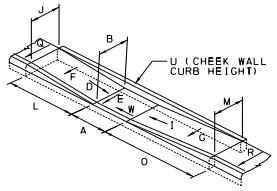
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



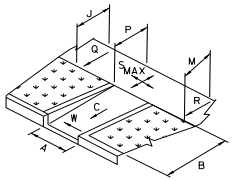
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



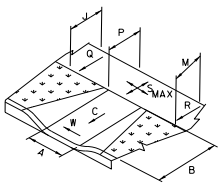
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



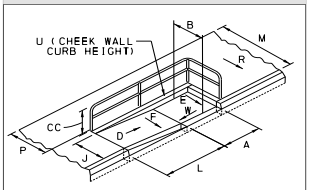
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



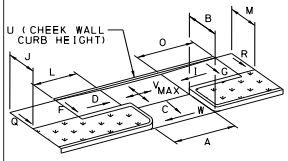
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



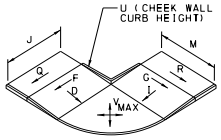
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



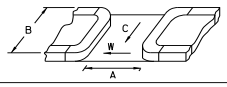
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

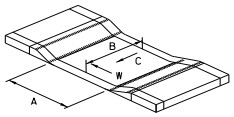


MAX ALG. CHANGE IN GRADE _____ %

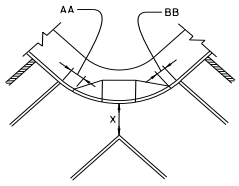
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	91	(IN)
*	C	4.80	(%)
*	D	6.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.30	(%)
*	J	91	(IN)
	K		(IN)
	L		(IN)
*	M	171	(IN)
	N		(IN)
	O		(IN)
*	P	49	(IN)
*	Q	2.20	(%)
*	R	1.80	(%)
*	S	1.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.80	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

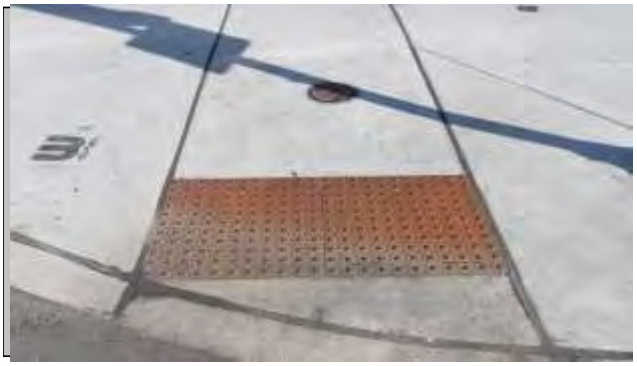
CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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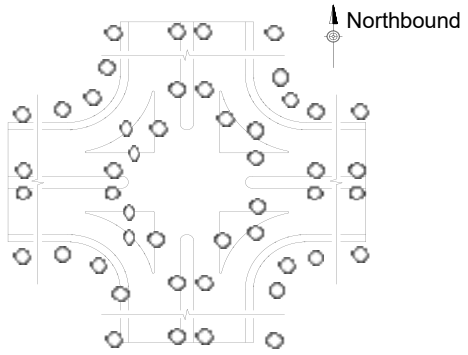
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	03	14		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	No				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	2.20	%			
Cross Slope in Front of Ramp (Road Profile)	0.90	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 108092	Alg Δ Grade	3.3	%		
Intersection Ramp # of #	5	8			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				
*North Leg	7th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	7th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



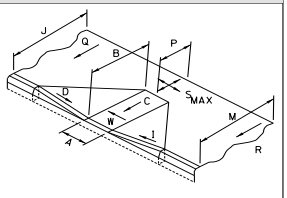
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-7thSt-WashingtonAve-7thSt-WashingtonAve-2024-03-14-12-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

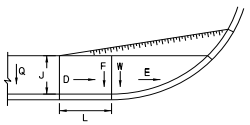
See the last tab of this workbook for instructions

TYPE 1



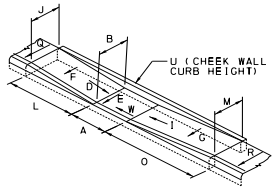
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



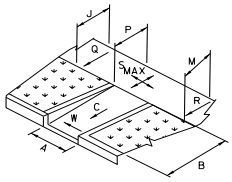
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



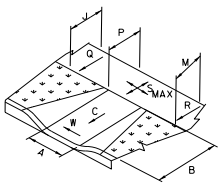
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



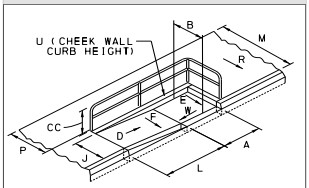
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



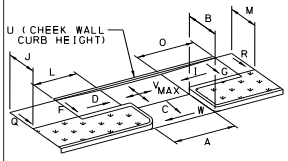
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



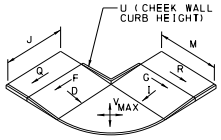
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



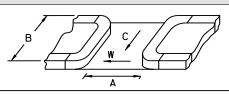
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

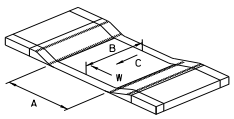


MAX ALG. CHANGE IN GRADE _____ %

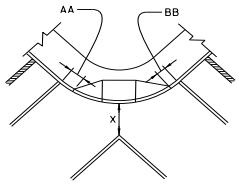
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	62	(IN)
*	C	1.10	(%)
*	D	3.10	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	4.70	(%)
*	J	132	(IN)
	K		(IN)
	L		(IN)
*	M	81	(IN)
	N		(IN)
	O		(IN)
*	P	72	(IN)
*	Q	1.60	(%)
*	R	1.10	(%)
*	S	0.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.10	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

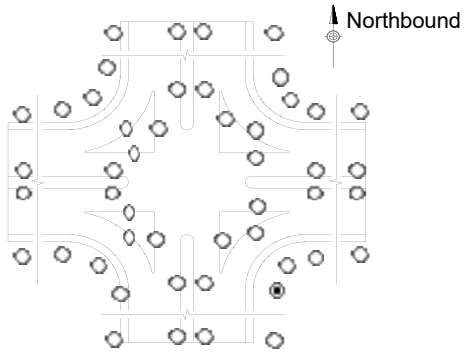
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	03	14		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	No				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	-1.50	%			
Cross Slope in Front of Ramp (Road Profile)	0.20	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 108092	Alg Δ Grade	5.3	%		
Intersection Ramp # of #	6	8			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg	7th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	7th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



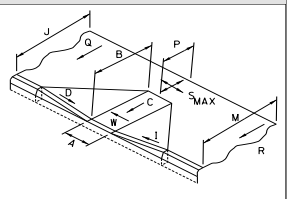
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-7thSt-WashingtonAve-7thSt-WashingtonAve-2024-03-14-14-Type1
* Status	Current
Level of Service	☐Meets RC-67M ☐As Per Contract Documents ☐Ex - Provides Max Access ☐Non-Compliant

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

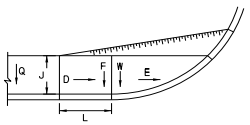
See the last tab of this workbook for instructions

TYPE 1



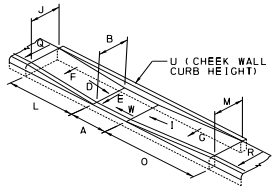
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



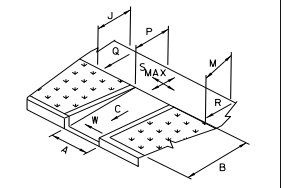
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



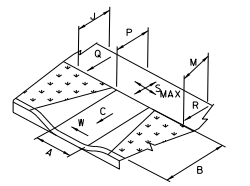
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



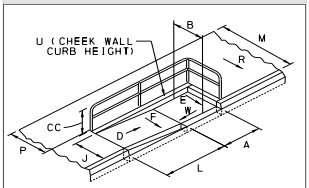
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



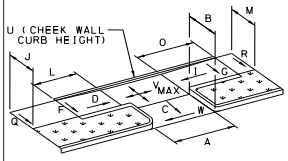
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



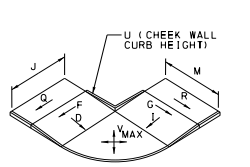
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



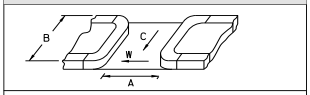
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

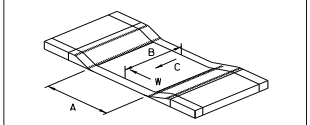


MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN



☐ TYPE B MEDIAN

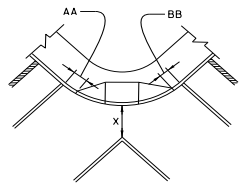


NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

	"0.00" inches or %		
*	A	48	(IN)
*	B	30	(IN)
*	C	6.80	(%)
*	D	5.90	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	7.30	(%)
*	J	132	(IN)
	K		(IN)
	L		(IN)
*	M	81	(IN)
	N		(IN)
	O		(IN)
*	P	66	(IN)
*	Q	1.60	(%)
*	R	1.10	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

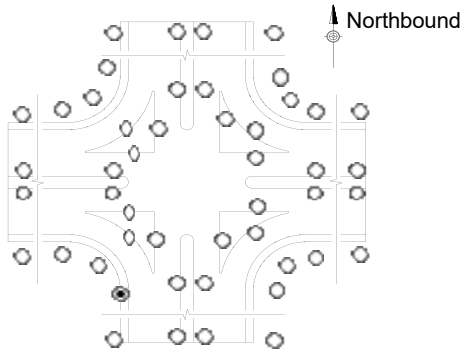
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	03	14	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		1.80	%		
Cross Slope in Front of Ramp (Road Profile)		0.80	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	8.8	%	
Intersection Ramp # of #		7	8		
*Ramp Location (Use Figure Below)			17		
*Curb Ramp Type		Type 1			
*North Leg	7th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	7th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



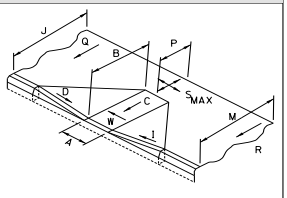
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-7thSt-WashingtonAve-7thSt-WashingtonAve-2024-03-14-17-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

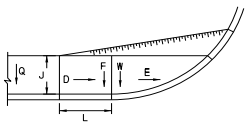
See the last tab of this workbook for instructions

TYPE 1



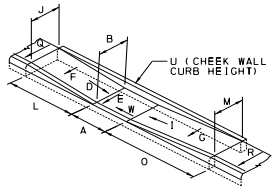
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



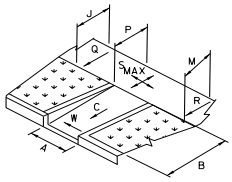
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



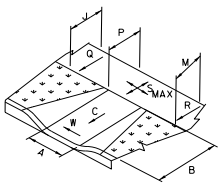
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



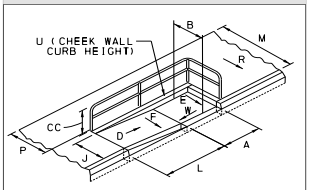
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



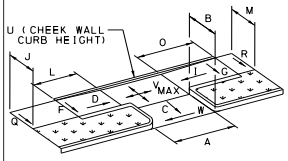
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



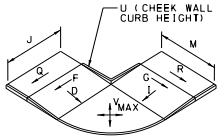
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



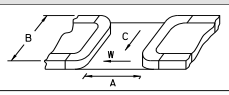
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

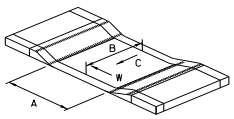


MAX ALG. CHANGE IN GRADE _____ %

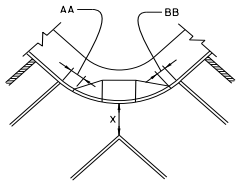
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	79	(IN)
*	C	7.00	(%)
*	D	6.20	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.60	(%)
*	J	130	(IN)
	K		(IN)
	L		(IN)
*	M	235	(IN)
	N		(IN)
	O		(IN)
*	P	55	(IN)
*	Q	1.60	(%)
*	R	1.20	(%)
*	S	1.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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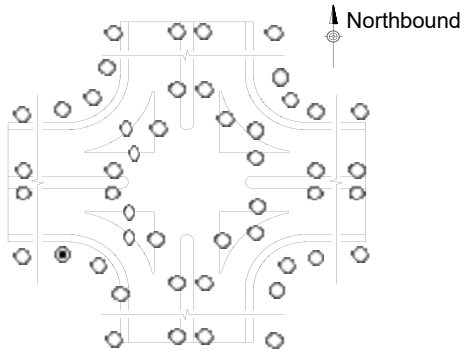
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	03	14	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		4.20	%		
Cross Slope in Front of Ramp (Road Profile)		0.30	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	8.6	%	
Intersection Ramp # of #		8	8		
*Ramp Location (Use Figure Below)			19		
*Curb Ramp Type	Type 1				
*North Leg	7th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	7th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



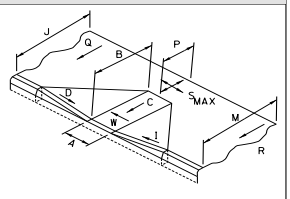
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-7thSt-WashingtonAve-7thSt-WashingtonAve-2024-03-14-19-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

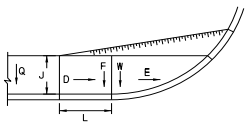
See the last tab of this workbook for instructions

TYPE 1



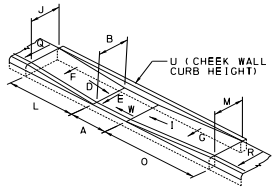
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



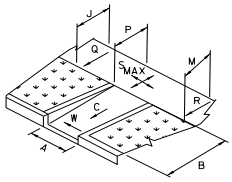
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



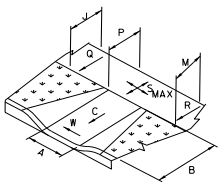
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



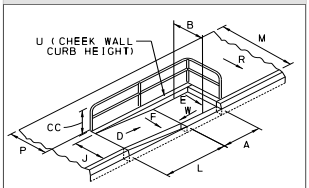
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



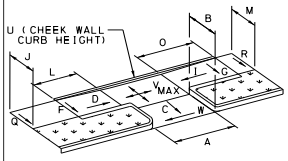
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



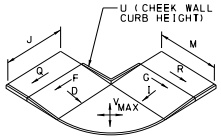
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



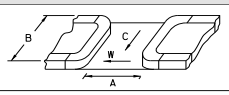
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

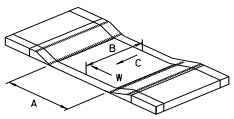


MAX ALG. CHANGE IN GRADE _____ %

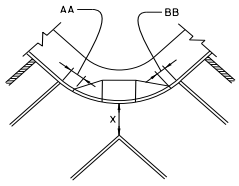
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	116	(IN)
*	C	4.40	(%)
*	D	7.40	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.60	(%)
*	J	130	(IN)
	K		(IN)
	L		(IN)
*	M	235	(IN)
	N		(IN)
	O		(IN)
*	P	60	(IN)
*	Q	1.60	(%)
*	R	1.20	(%)
*	S	1.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.80	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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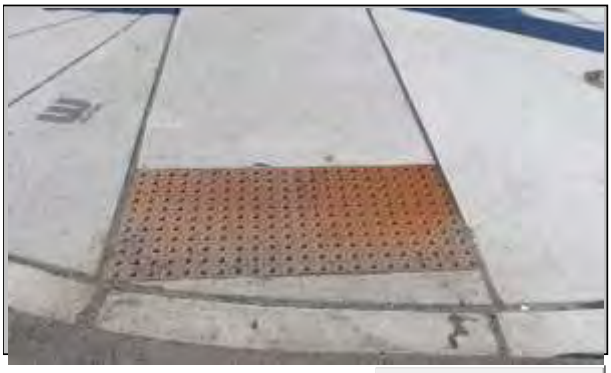
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

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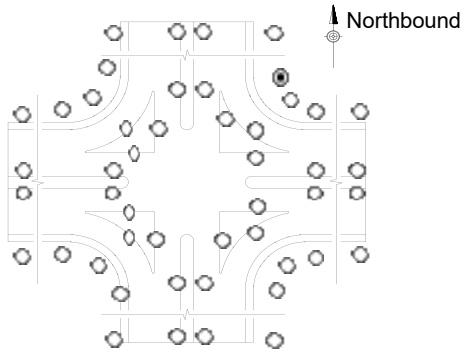
*Date of Investigation (yyyy mm dd)		2024	03	14	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		4.20	%		
Cross Slope in Front of Ramp (Road Profile)		1.50	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	12.3	%	
Intersection Ramp # of #		1	6		
*Ramp Location (Use Figure Below)			07		
*Curb Ramp Type		Type 1			
*North Leg	8th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	8th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-8thSt-WashingtonAve-8thSt-WashingtonAve-2024-03-14-7-Type1
* Status	Current
Level of Service	Meets RC-67M

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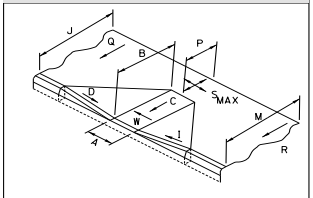
DEPARTMENT OF TRANSPORTATION

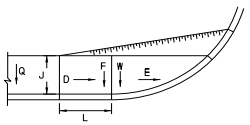
See the last tab of this workbook for instructions

TYPE 1



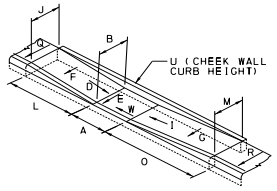
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



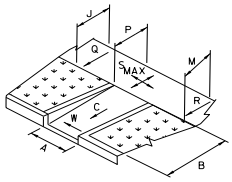
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



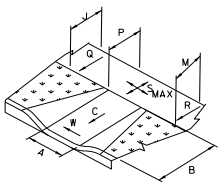
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



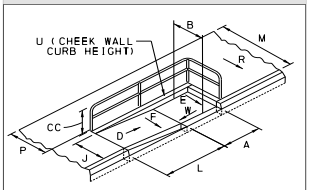
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



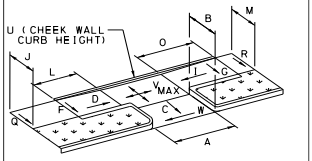
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



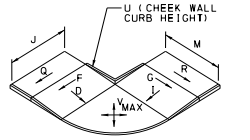
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



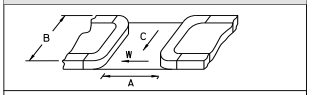
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

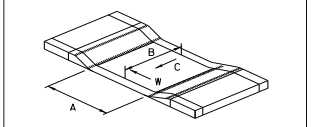


MAX ALG. CHANGE IN GRADE _____ %

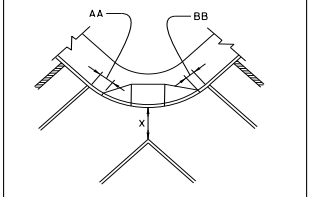
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	72	(IN)
*	C	8.10	(%)
*	D	8.60	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	9.00	(%)
*	J	128	(IN)
	K		(IN)
	L		(IN)
*	M	232	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.30	(%)
*	R	1.20	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.20	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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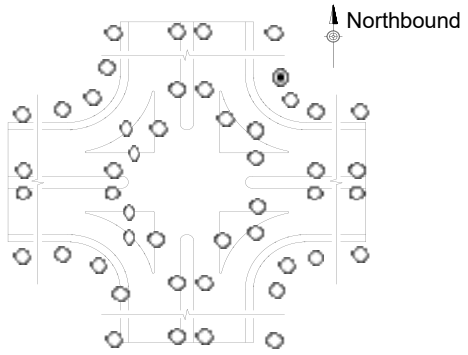
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	03	14	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		1.80	%		
Cross Slope in Front of Ramp (Road Profile)		0.40	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	6.4	%	
Intersection Ramp # of #		2	6		
*Ramp Location (Use Figure Below)			09		
*Curb Ramp Type	Type 1				
*North Leg	8th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	8th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-8thSt-WashingtonAve-8thSt-WashingtonAve-2024-03-14-9-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

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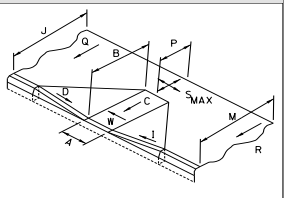
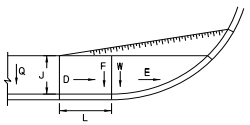
TYPE 1



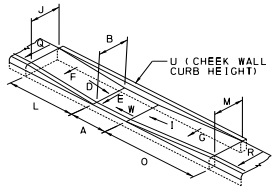
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



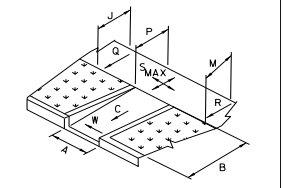
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



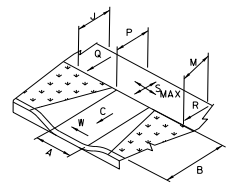
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



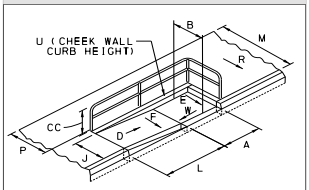
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



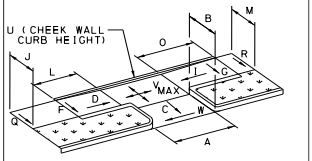
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



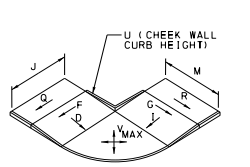
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



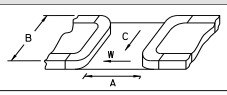
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

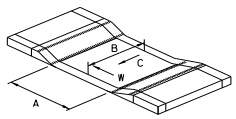


MAX ALG. CHANGE IN GRADE _____ %

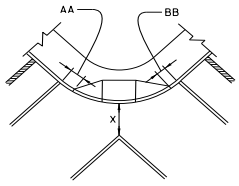
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	108	(IN)
*	C	4.60	(%)
*	D	9.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	9.00	(%)
*	J	128	(IN)
	K		(IN)
	L		(IN)
*	M	232	(IN)
	N		(IN)
	O		(IN)
*	P	49	(IN)
*	Q	1.30	(%)
*	R	1.20	(%)
*	S	0.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

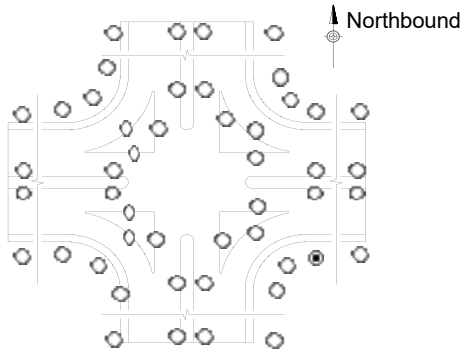
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	03	14		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	No				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	0.40	%			
Cross Slope in Front of Ramp (Road Profile)	2.10	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 108092	Alg Δ Grade	3.3	%		
Intersection Ramp # of #	3	6			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				
*North Leg	8th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	8th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



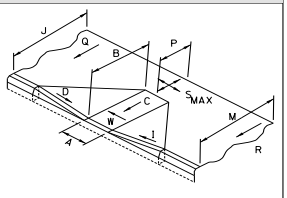
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-8thSt-WashingtonAve-8thSt-WashingtonAve-2024-03-14-12-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

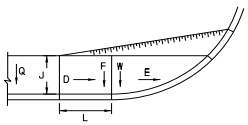
See the last tab of this workbook for instructions

TYPE 1



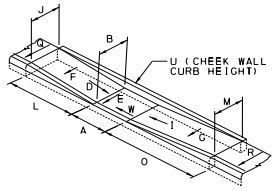
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



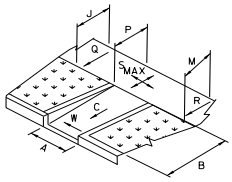
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



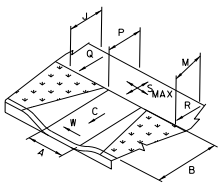
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



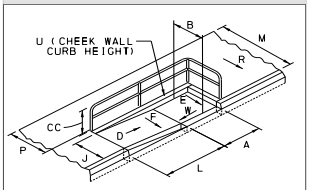
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



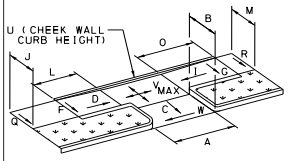
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



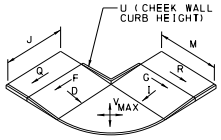
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



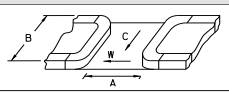
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

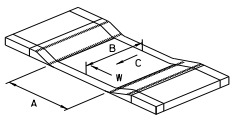


MAX ALG. CHANGE IN GRADE _____ %

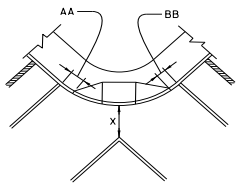
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	115	(IN)
*	C	2.90	(%)
*	D	6.80	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	7.00	(%)
*	J	224	(IN)
	K		(IN)
	L		(IN)
*	M	129	(IN)
	N		(IN)
	O		(IN)
*	P	63	(IN)
*	Q	0.60	(%)
*	R	1.50	(%)
*	S	0.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

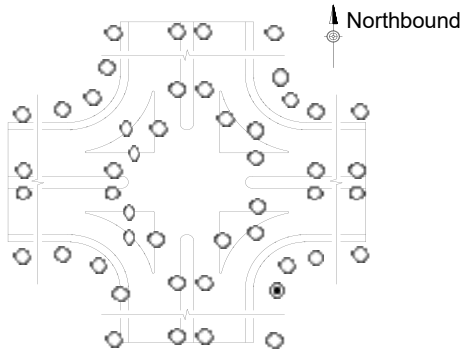
CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	03	14	
Field Investigators 1	Donald Slipp			
Field Investigators 2	Marykate Stine			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Cast Iron			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	0.20	%		
Cross Slope in Front of Ramp (Road Profile)	1.60	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #	108092	Alg Δ Grade	4.6	%
Intersection Ramp # of #		4	6	
*Ramp Location (Use Figure Below)			14	
*Curb Ramp Type	Type 1			
*North Leg	8th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Washington	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	8th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Washington	(segment)	(offset)	
*West Leg Desc.	Ave			



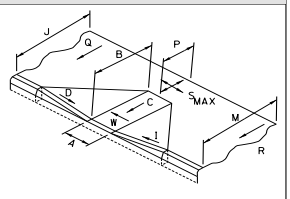
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-8thSt-WashingtonAve-8thSt-WashingtonAve-2024-03-14-14-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

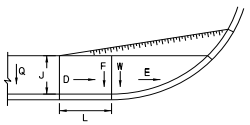
See the last tab of this workbook for instructions

TYPE 1



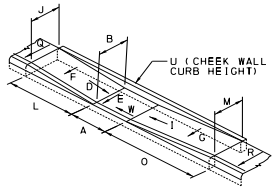
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



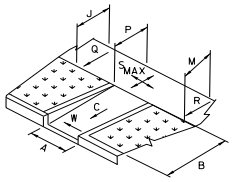
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



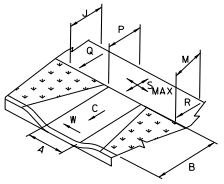
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



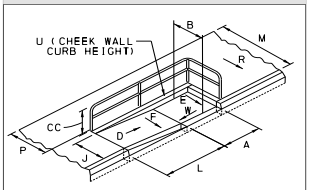
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



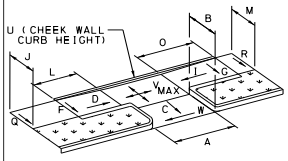
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



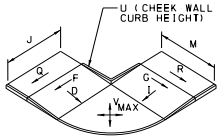
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



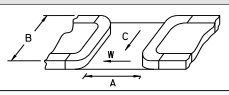
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

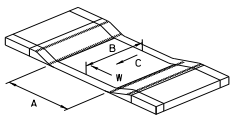


MAX ALG. CHANGE IN GRADE _____ %

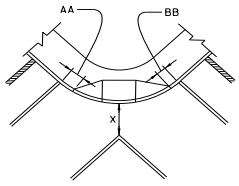
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	112	(IN)
*	C	4.40	(%)
*	D	7.60	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.10	(%)
*	J	224	(IN)
	K		(IN)
	L		(IN)
*	M	129	(IN)
	N		(IN)
	O		(IN)
*	P	65	(IN)
*	Q	0.60	(%)
*	R	1.50	(%)
*	S	0.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.80	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

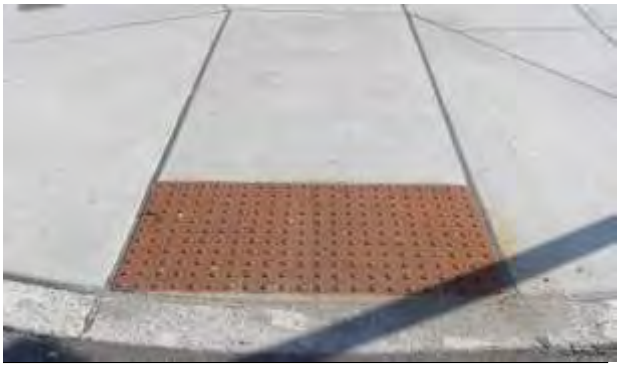
CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5

Insert Picture 3

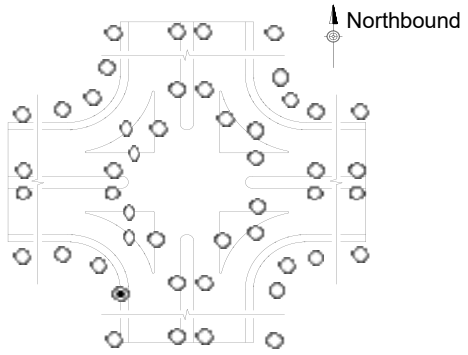
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	03	14	
Field Investigators 1	Donald Slipp			
Field Investigators 2	Marykate Stine			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Cast Iron			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.80	%		
Cross Slope in Front of Ramp (Road Profile)	0.90	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS # 108092	Alg Δ Grade	10.5	%	
Intersection Ramp # of #	5	6		
*Ramp Location (Use Figure Below)		17		
*Curb Ramp Type	Type 1			
*North Leg	8th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Washington	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	8th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Washington	(segment)	(offset)	
*West Leg Desc.	Ave			



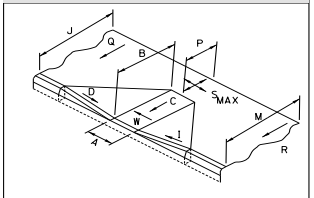
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-8thSt-WashingtonAve-8thSt-WashingtonAve-2024-03-14-17-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

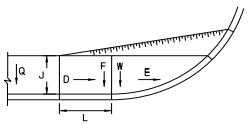
See the last tab of this workbook for instructions

TYPE 1



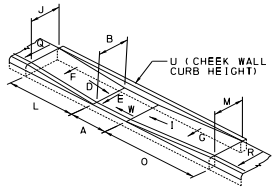
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



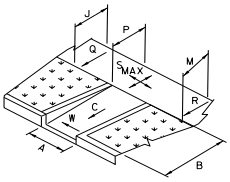
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



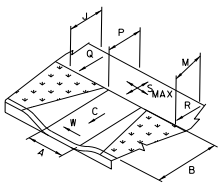
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



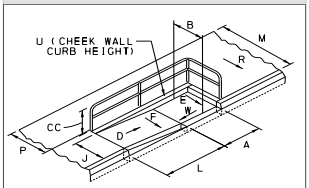
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



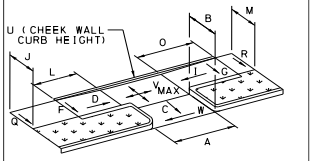
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



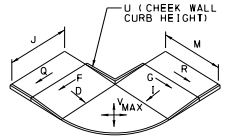
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



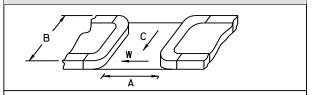
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

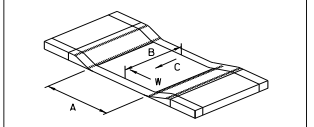


MAX ALG. CHANGE IN GRADE _____ %

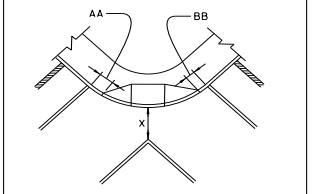
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	84	(IN)
*	C	7.70	(%)
*	D	5.40	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	8.10	(%)
*	J	124	(IN)
	K		(IN)
	L		(IN)
*	M	230	(IN)
	N		(IN)
	O		(IN)
*	P	49	(IN)
*	Q	1.60	(%)
*	R	0.60	(%)
*	S	0.40	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.90	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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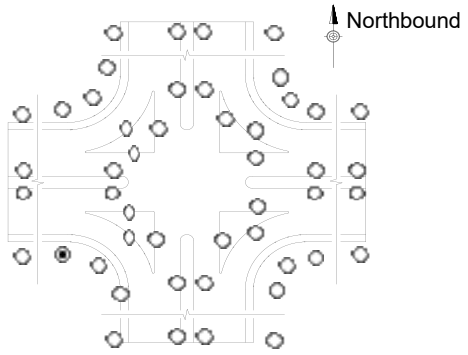
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	03	14	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		2.80	%		
Cross Slope in Front of Ramp (Road Profile)		0.90	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	10.2	%	
Intersection Ramp # of #		6	6		
*Ramp Location (Use Figure Below)			19		
*Curb Ramp Type		Type 1			
*North Leg	8th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	8th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-8thSt-WashingtonAve-8thSt-WashingtonAve-2024-03-14-19-Type1
* Status	Current
Level of Service	Meets RC-67M

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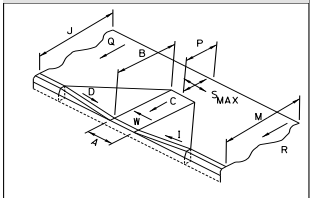
DEPARTMENT OF TRANSPORTATION

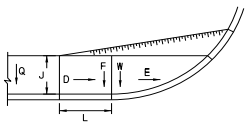
See the last tab of this workbook for instructions

TYPE 1



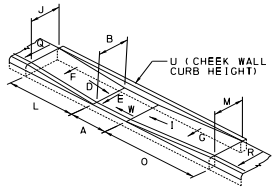
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



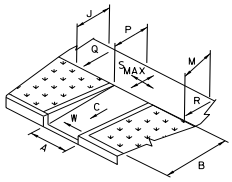
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



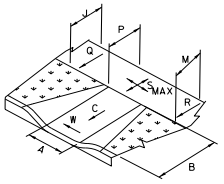
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



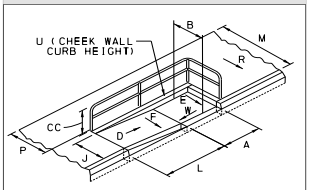
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



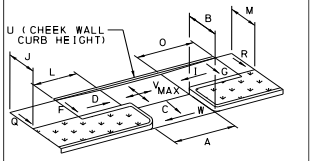
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



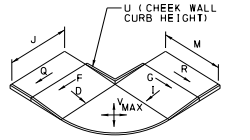
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



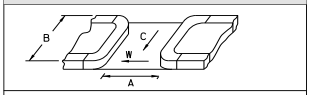
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

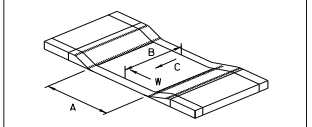


MAX ALG. CHANGE IN GRADE _____ %

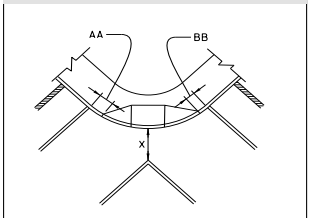
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	91	(IN)
*	C	7.40	(%)
*	D	8.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	7.30	(%)
*	J	124	(IN)
	K		(IN)
	L		(IN)
*	M	230	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.60	(%)
*	R	0.60	(%)
*	S	0.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.40	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

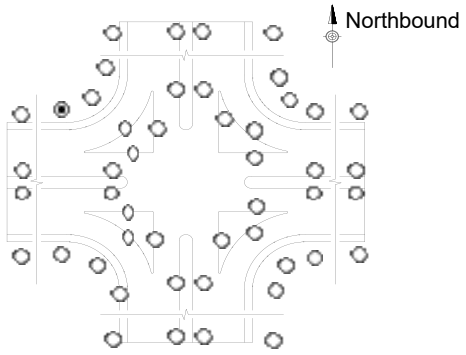
CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	04	15	
Field Investigators 1	Donald Slipp			
Field Investigators 2	Marykate Stine			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Cast Iron			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.80	%		
Cross Slope in Front of Ramp (Road Profile)	0.10	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #	108092	Alg Δ Grade	10.6	%
Intersection Ramp # of #		1	8	
*Ramp Location (Use Figure Below)			02	
*Curb Ramp Type	Type 1			
*North Leg	10th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Washington	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	10th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Washington	(segment)	(offset)	
*West Leg Desc.	Ave			

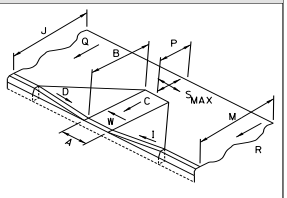


Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-10thSt-WashingtonAve-10thSt-WashingtonAve-2024-04-15-2-Type1
* Status	Current
Level of Service	Meets RC-67M

pennsylvania
DEPARTMENT OF TRANSPORTATION

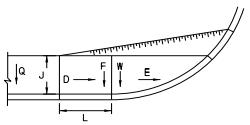
See the last tab of this workbook for instructions

TYPE 1



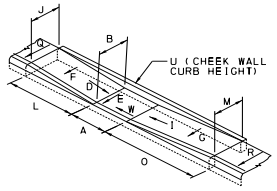
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



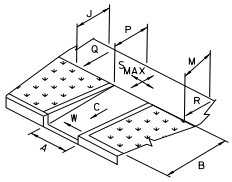
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



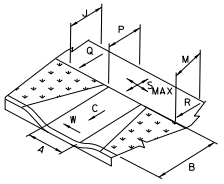
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



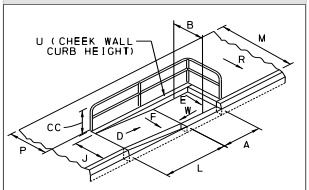
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



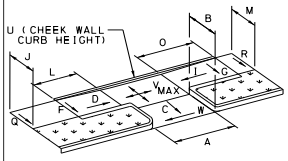
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



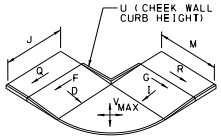
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



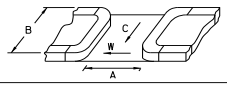
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

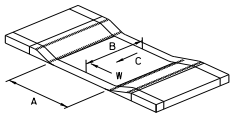


MAX ALG. CHANGE IN GRADE _____ %

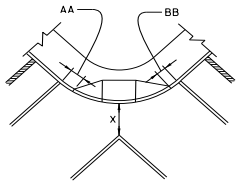
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	59	(IN)
*	C	7.80	(%)
*	D	7.40	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	8.20	(%)
*	J	231	(IN)
	K		(IN)
	L		(IN)
*	M	137	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	2.50	(%)
*	R	2.40	(%)
*	S	1.40	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

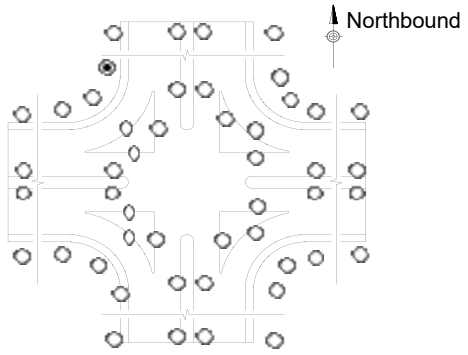
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	04	15	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		3.50	%		
Cross Slope in Front of Ramp (Road Profile)		0.20	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	11.1	%	
Intersection Ramp # of #		2	8		
*Ramp Location (Use Figure Below)			04		
*Curb Ramp Type		Type 1			
*North Leg	10th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	10th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				

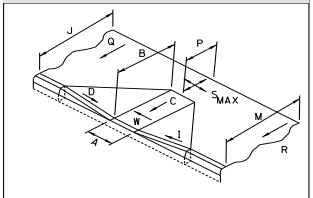


Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-10thSt-WashingtonAve-10thSt-WashingtonAve-2024-04-15-4-Type1
* Status	Current
Level of Service	Meets RC-67M

pennsylvania
DEPARTMENT OF TRANSPORTATION

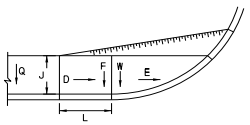
See the last tab of this workbook for instructions

TYPE 1



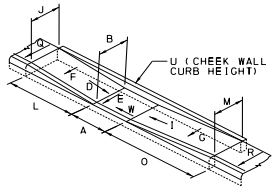
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



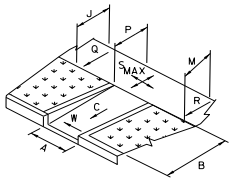
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



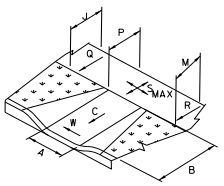
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



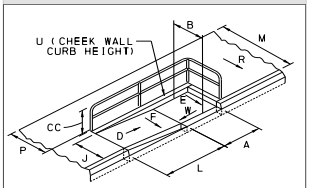
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



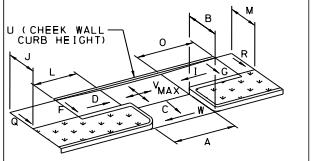
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



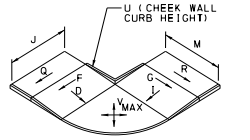
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



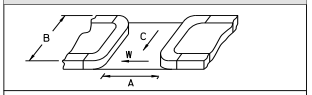
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

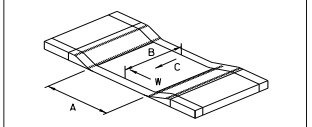


MAX ALG. CHANGE IN GRADE _____ %

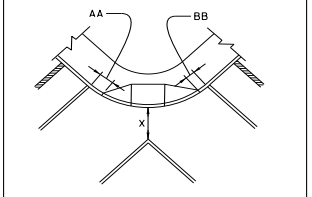
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	76	(IN)
*	C	7.60	(%)
*	D	9.50	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	8.00	(%)
*	J	231	(IN)
	K		(IN)
	L		(IN)
*	M	137	(IN)
	N		(IN)
	O		(IN)
*	P	49	(IN)
*	Q	2.40	(%)
*	R	3.40	(%)
*	S	1.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.30	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

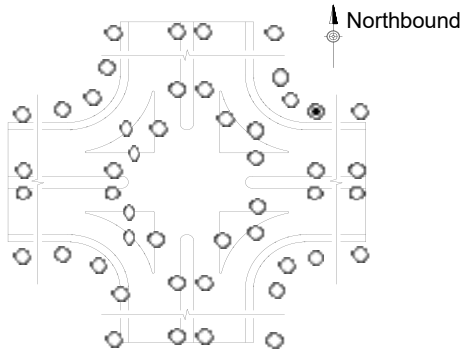
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	04	15	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		0.70	%		
Cross Slope in Front of Ramp (Road Profile)		2.00	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	8.2	%	
Intersection Ramp # of #		4	8		
*Ramp Location (Use Figure Below)			09		
*Curb Ramp Type		Type 1			
*North Leg	10th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	10th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				

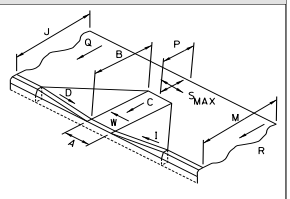


Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-10thSt-WashingtonAve-10thSt-WashingtonAve-2024-04-15-9-Type1
* Status	Current
Level of Service	Meets RC-67M

pennsylvania
DEPARTMENT OF TRANSPORTATION

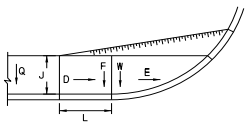
See the last tab of this workbook for instructions

TYPE 1



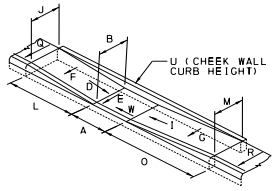
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



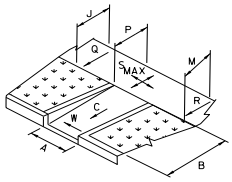
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



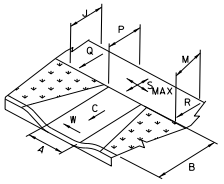
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



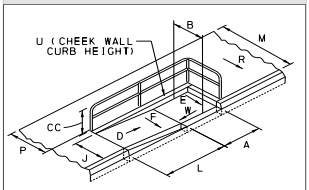
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



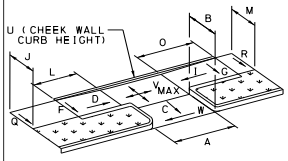
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



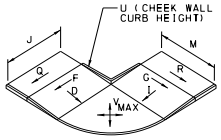
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



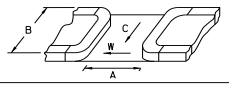
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

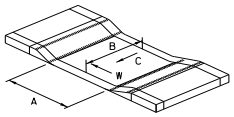


MAX ALG. CHANGE IN GRADE _____ %

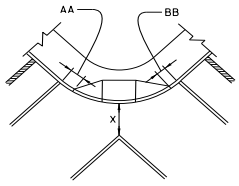
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	60	(IN)
*	C	7.50	(%)
*	D	10.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	5.60	(%)
*	J	134	(IN)
	K		(IN)
	L		(IN)
*	M	265	(IN)
	N		(IN)
	O		(IN)
*	P	49	(IN)
*	Q	4.80	(%)
*	R	1.20	(%)
*	S	1.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.70	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

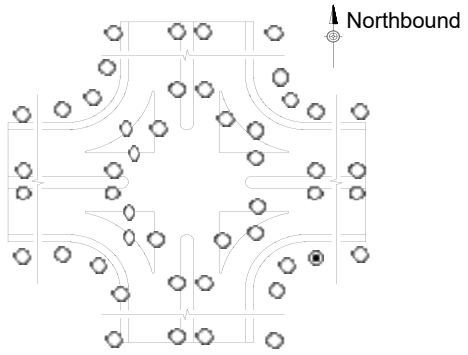
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	04	15		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	No				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	1.10	%			
Cross Slope in Front of Ramp (Road Profile)	0.80	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 108092	Alg Δ Grade	8.1	%		
Intersection Ramp # of #	5	8			
*Ramp Location (Use Figure Below)		12			
*Curb Ramp Type	Type 1				
*North Leg	10th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	10th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



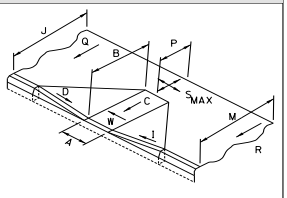
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-10thSt-WashingtonAve-10thSt-WashingtonAve-2024-04-15-12-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

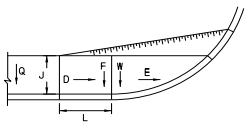
See the last tab of this workbook for instructions

TYPE 1



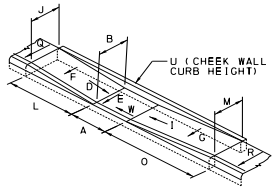
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



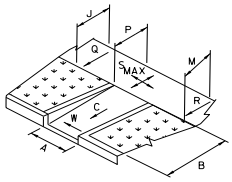
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



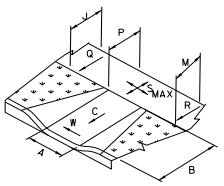
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



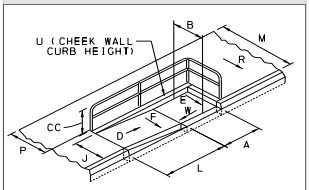
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



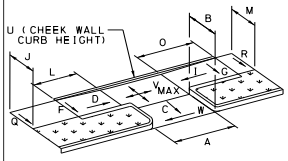
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



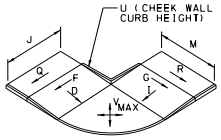
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



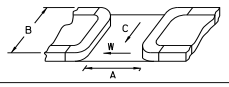
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

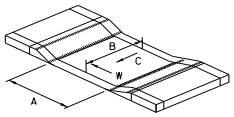


MAX ALG. CHANGE IN GRADE _____ %

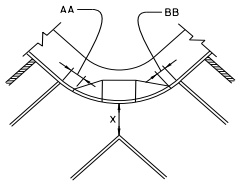
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	55	(IN)
*	C	7.00	(%)
*	D	2.50	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	9.60	(%)
*	J	203	(IN)
	K		(IN)
	L		(IN)
*	M	134	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.40	(%)
*	R	3.00	(%)
*	S	0.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.40	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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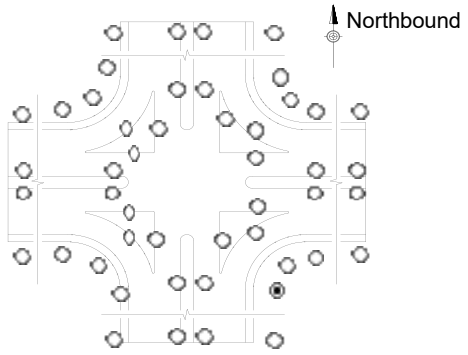
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	04	15		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	No				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	0.80	%			
Cross Slope in Front of Ramp (Road Profile)	2.30	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 108092	Alg Δ Grade	6.1	%		
Intersection Ramp # of #	6	8			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg	10th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	10th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-10thSt-WashingtonAve-10thSt-WashingtonAve-2024-04-15-14-Type1
* Status	Current
Level of Service	Meets RC-67M

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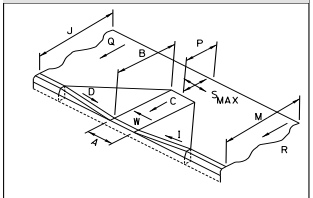
DEPARTMENT OF TRANSPORTATION

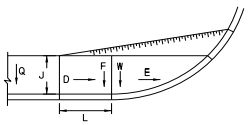
See the last tab of this workbook for instructions

TYPE 1



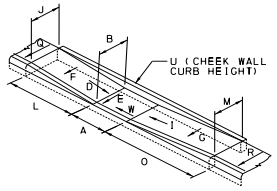
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



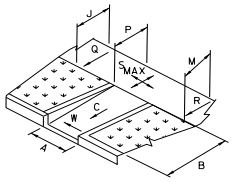
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



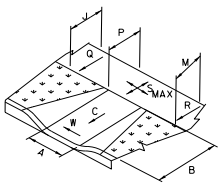
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



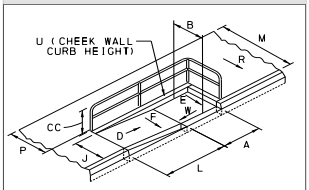
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



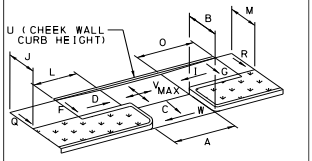
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



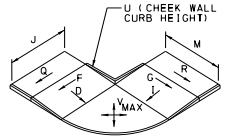
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



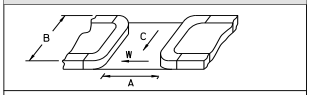
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

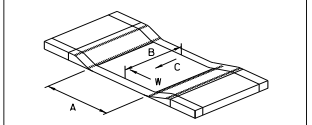


MAX ALG. CHANGE IN GRADE _____ %

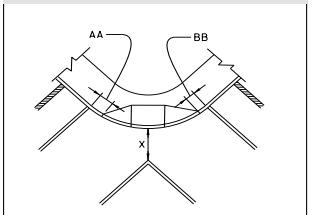
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	82	(IN)
*	C	5.30	(%)
*	D	8.40	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	5.40	(%)
*	J	203	(IN)
	K		(IN)
	L		(IN)
*	M	134	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.50	(%)
*	R	3.00	(%)
*	S	0.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

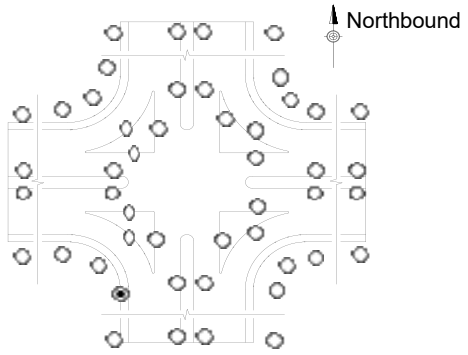
CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	04	15	
Field Investigators 1	Donald Slipp			
Field Investigators 2	Marykate Stine			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Cast Iron			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.50	%		
Cross Slope in Front of Ramp (Road Profile)	1.80	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #	108092	Alg Δ Grade	8.7	%
Intersection Ramp # of #		7	8	
*Ramp Location (Use Figure Below)			17	
*Curb Ramp Type	Type 1			
*North Leg	10th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Washington	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	10th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Washington	(segment)	(offset)	
*West Leg Desc.	Ave			



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-10thSt-WashingtonAve-10thSt-WashingtonAve-2024-04-15-17-Type1
* Status	Current
Level of Service	Meets RC-67M

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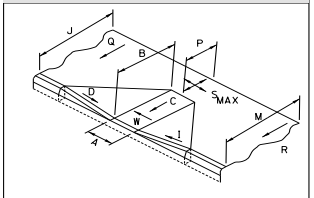
pennsylvania
DEPARTMENT OF TRANSPORTATION

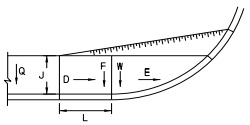
See the last tab of this workbook for instructions

TYPE 1



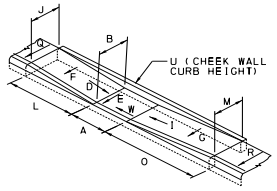
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



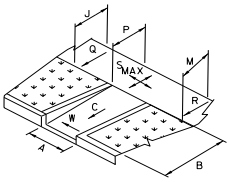
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



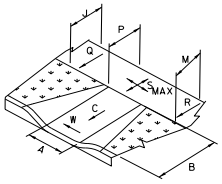
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



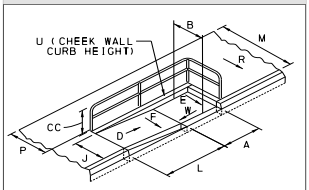
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



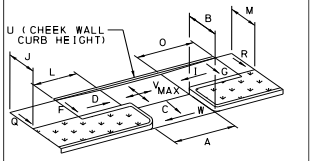
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



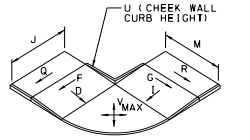
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



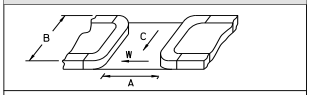
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

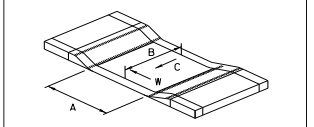


MAX ALG. CHANGE IN GRADE _____ %

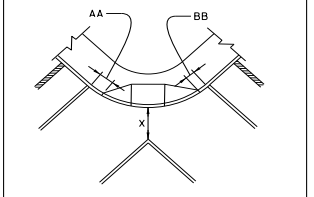
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	85	(IN)
*	C	7.20	(%)
*	D	5.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	9.00	(%)
*	J	134	(IN)
	K		(IN)
	L		(IN)
*	M	230	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	4.70	(%)
*	R	2.50	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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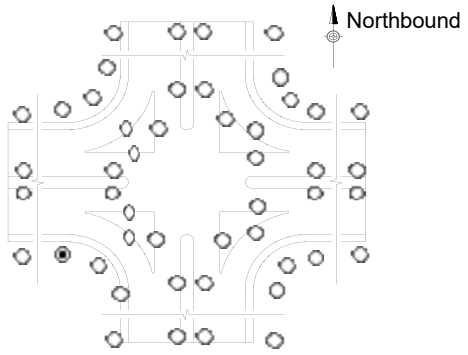
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	04	15		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	No				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	-0.60	%			
Cross Slope in Front of Ramp (Road Profile)	0.90	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 108092	Alg Δ Grade	7.3	%		
Intersection Ramp # of #	8	8			
*Ramp Location (Use Figure Below)		19			
*Curb Ramp Type	Type 1				
*North Leg	10th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	10th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-10thSt-WashingtonAve-10thSt-WashingtonAve-2024-04-15-19-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

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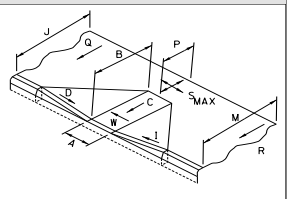
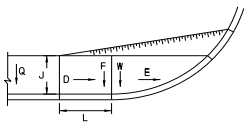
TYPE 1



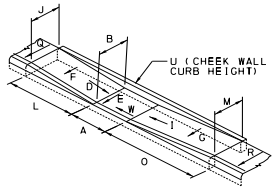
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



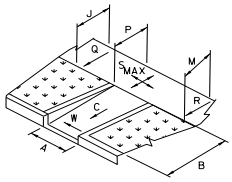
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



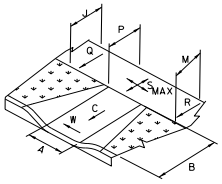
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



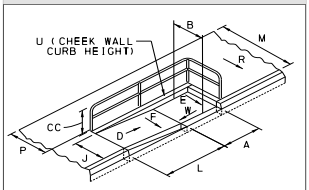
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



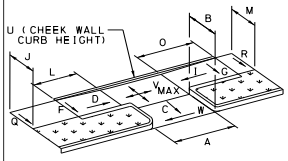
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



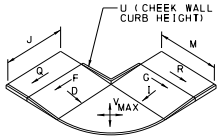
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



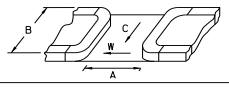
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

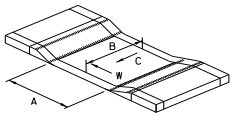


MAX ALG. CHANGE IN GRADE _____ %

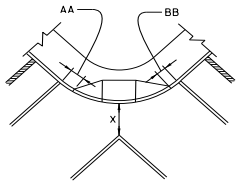
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	85	(IN)
*	C	7.90	(%)
*	D	9.50	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.20	(%)
*	J	134	(IN)
	K		(IN)
	L		(IN)
*	M	230	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	4.70	(%)
*	R	2.50	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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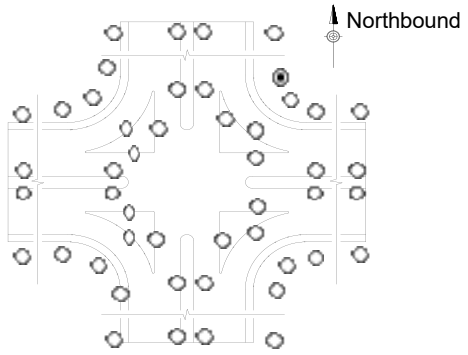
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	04	15	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		0.60	%		
Cross Slope in Front of Ramp (Road Profile)		1.50	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	7.5	%	
Intersection Ramp # of #		1	4		
*Ramp Location (Use Figure Below)			07		
*Curb Ramp Type	Type 1				
*North Leg	11th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	11th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-11thSt-WashingtonAve-11thSt-WashingtonAve-2024-04-15-7-Type1
* Status	Current
Level of Service	Meets RC-67M

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DEPARTMENT OF TRANSPORTATION

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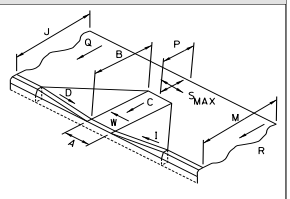
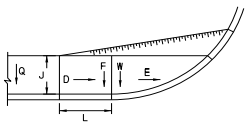
TYPE 1



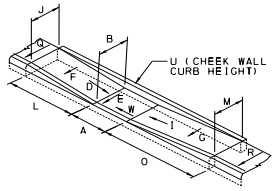
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



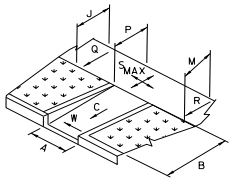
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



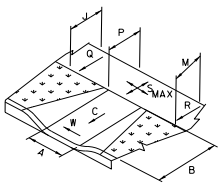
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



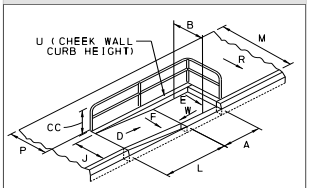
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



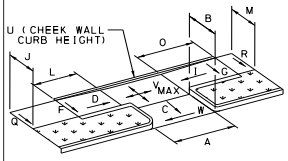
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



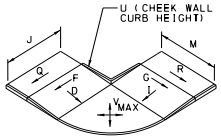
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



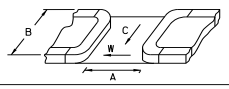
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

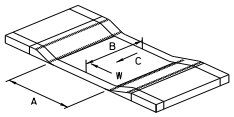


MAX ALG. CHANGE IN GRADE _____ %

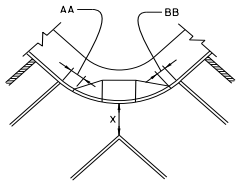
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	117	(IN)
*	C	6.90	(%)
*	D	6.50	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	9.40	(%)
*	J	164	(IN)
	K		(IN)
	L		(IN)
*	M	245	(IN)
	N		(IN)
	O		(IN)
*	P	50	(IN)
*	Q	1.20	(%)
*	R	0.60	(%)
*	S	1.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.10	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

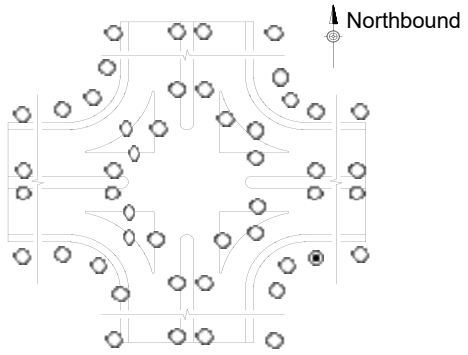
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	04	15	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		1.60	%		
Cross Slope in Front of Ramp (Road Profile)		1.10	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	6.6	%	
Intersection Ramp # of #		3	4		
*Ramp Location (Use Figure Below)			12		
*Curb Ramp Type	Type 1				
*North Leg	11th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	11th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



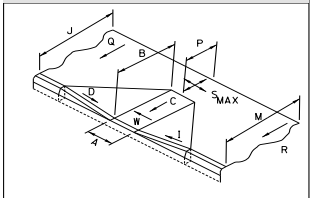
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-11thSt-WashingtonAve-11thSt-WashingtonAve-2024-04-15-12-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

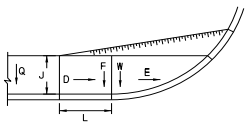
See the last tab of this workbook for instructions

TYPE 1



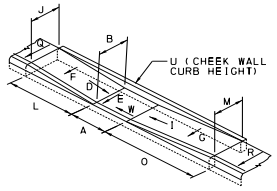
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



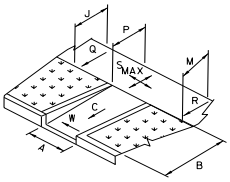
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



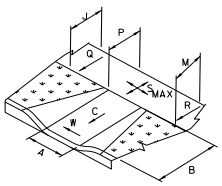
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



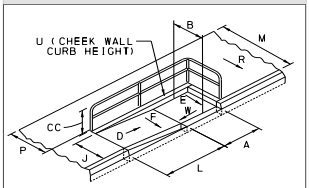
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



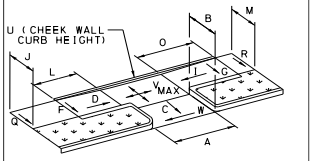
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



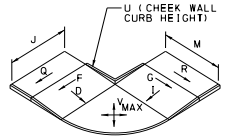
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



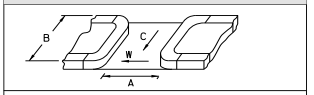
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

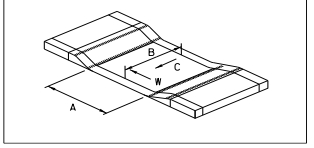


MAX ALG. CHANGE IN GRADE _____ %

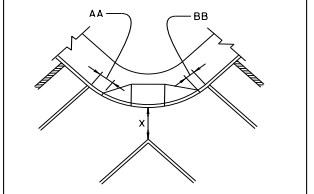
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	79	(IN)
*	C	5.00	(%)
*	D	7.40	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	2.50	(%)
*	J	218	(IN)
	K		(IN)
	L		(IN)
*	M	196	(IN)
	N		(IN)
	O		(IN)
*	P	72	(IN)
*	Q	0.90	(%)
*	R	1.90	(%)
*	S	1.10	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.80	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

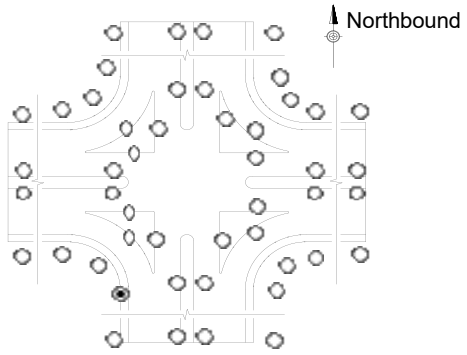
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	02	28	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		4.90	%		
Cross Slope in Front of Ramp (Road Profile)		1.80	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	11.7	%	
Intersection Ramp # of #		1	2		
*Ramp Location (Use Figure Below)			17		
*Curb Ramp Type		Type 1			
*North Leg	15th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	15th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



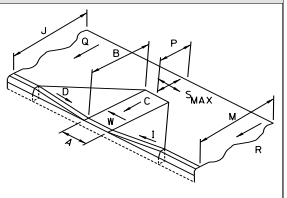
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-15thSt-WashingtonAve-15thSt-WashingtonAve-2024-02-28-17-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

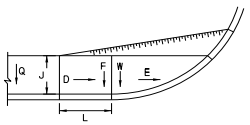
See the last tab of this workbook for instructions

TYPE 1



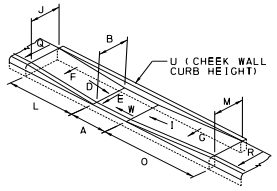
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



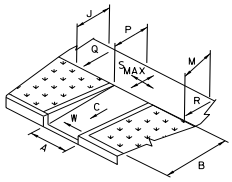
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



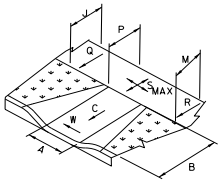
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



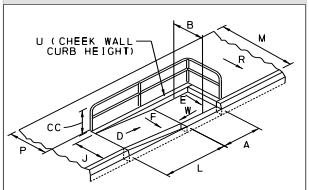
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



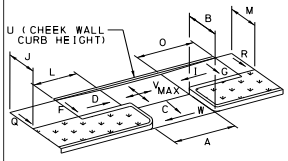
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



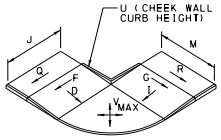
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



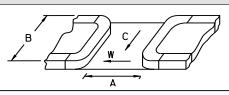
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

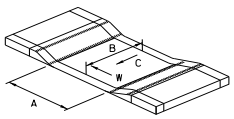


MAX ALG. CHANGE IN GRADE _____ %

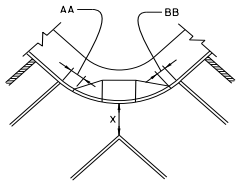
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	73	(IN)
*	C	6.80	(%)
*	D	4.90	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	7.90	(%)
*	J	137	(IN)
	K		(IN)
	L		(IN)
*	M	241	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	6.00	(%)
*	R	1.60	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.80	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

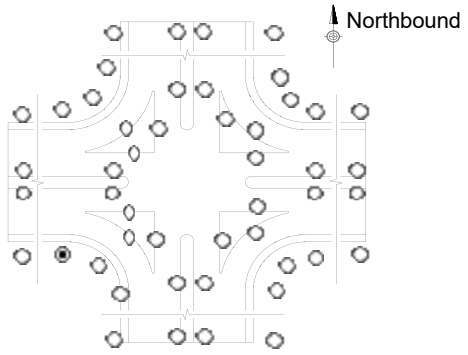
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	02	28	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		4.30	%		
Cross Slope in Front of Ramp (Road Profile)		1.10	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	8.7	%	
Intersection Ramp # of #		2	2		
*Ramp Location (Use Figure Below)			19		
*Curb Ramp Type	Type 1				
*North Leg	15th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	15th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-15thSt-WashingtonAve-15thSt-WashingtonAve-2024-02-28-19-Type1
* Status	Current
Level of Service	Meets RC-67M

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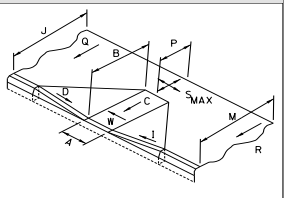
pennsylvania
DEPARTMENT OF TRANSPORTATION

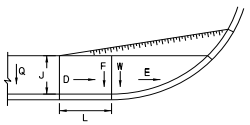
See the last tab of this workbook for instructions

TYPE 1



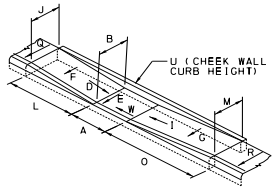
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



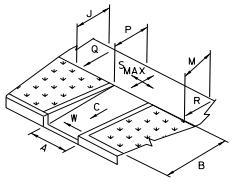
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



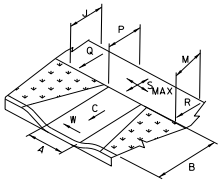
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



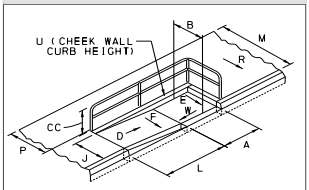
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



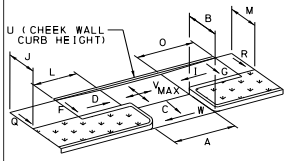
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



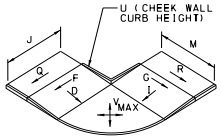
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



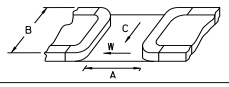
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

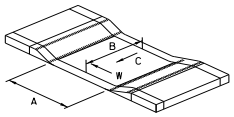


MAX ALG. CHANGE IN GRADE _____ %

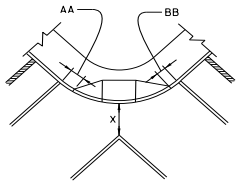
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	89	(IN)
*	C	4.40	(%)
*	D	5.10	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	7.30	(%)
*	J	137	(IN)
	K		(IN)
	L		(IN)
*	M	241	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	6.00	(%)
*	R	1.60	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.70	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

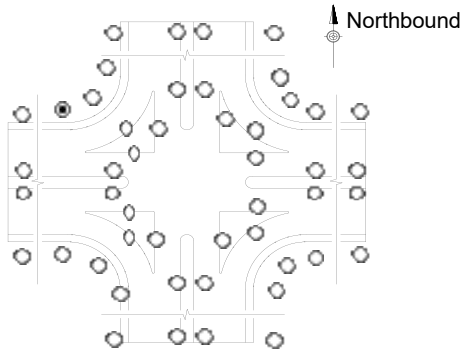
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	02	28	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		3.40	%		
Cross Slope in Front of Ramp (Road Profile)		2.10	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	9.8	%	
Intersection Ramp # of #		1	8		
*Ramp Location (Use Figure Below)			02		
*Curb Ramp Type		Type 1			
*North Leg	16th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	16th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-16thSt-WashingtonAve-16thSt-WashingtonAve-2024-02-28-2-Type1
* Status	Current
Level of Service	Meets RC-67M

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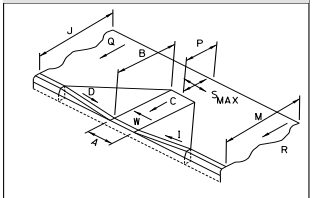
DEPARTMENT OF TRANSPORTATION

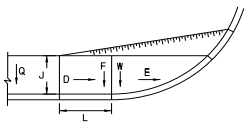
See the last tab of this workbook for instructions

TYPE 1



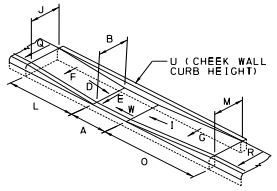
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



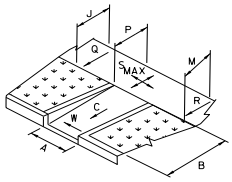
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



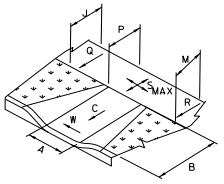
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



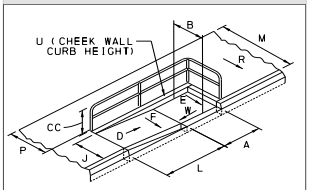
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



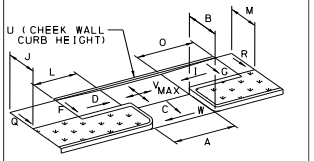
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



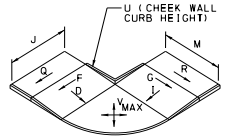
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



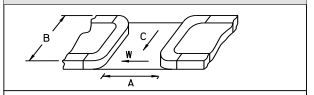
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

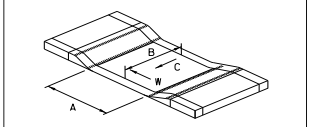


MAX ALG. CHANGE IN GRADE _____ %

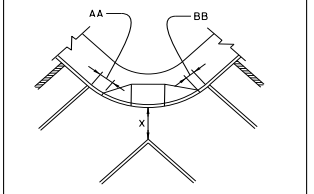
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	6.40	(%)
*	D	6.60	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.50	(%)
*	J	192	(IN)
	K		(IN)
	L		(IN)
*	M	130	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	2.70	(%)
*	R	0.80	(%)
*	S	0.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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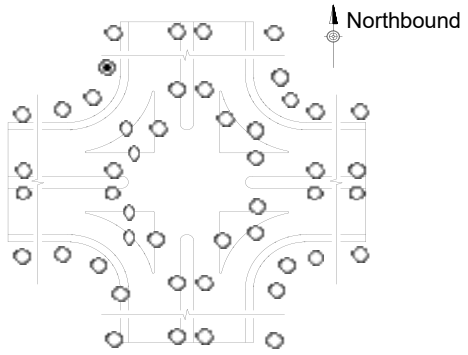
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	02	28		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	No				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	6.30	%			
Cross Slope in Front of Ramp (Road Profile)	0.50	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 108092	Alg Δ Grade	12.8	%		
Intersection Ramp # of #	2	8			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				
*North Leg	16th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	16th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-16thSt-WashingtonAve-16thSt-WashingtonAve-2024-02-28-4-Type1
* Status	Current
Level of Service	Meets RC-67M

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pennsylvania
DEPARTMENT OF TRANSPORTATION

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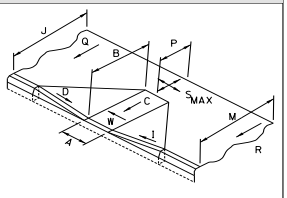
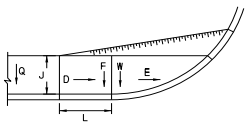
TYPE 1



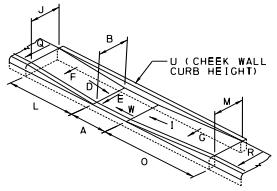
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



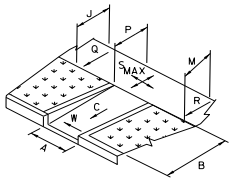
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



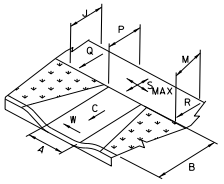
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



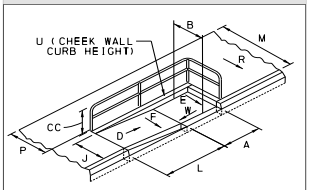
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



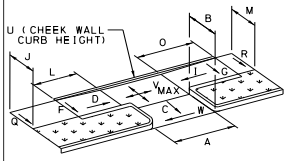
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



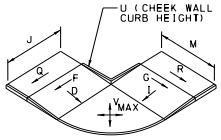
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



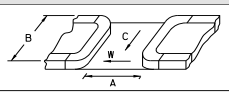
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

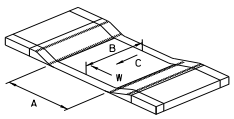


MAX ALG. CHANGE IN GRADE _____ %

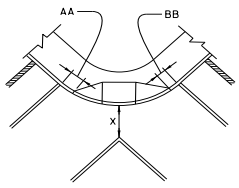
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	85	(IN)
*	C	6.50	(%)
*	D	7.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.90	(%)
*	J	192	(IN)
	K		(IN)
	L		(IN)
*	M	130	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	2.70	(%)
*	R	0.80	(%)
*	S	0.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

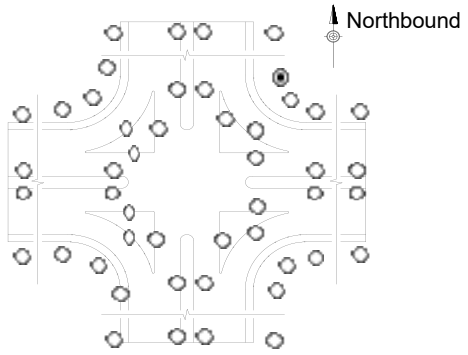
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	02	28	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		1.10	%		
Cross Slope in Front of Ramp (Road Profile)		0.30	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	4.7	%	
Intersection Ramp # of #		3	8		
*Ramp Location (Use Figure Below)			07		
*Curb Ramp Type	Type 1				
*North Leg	16th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	16th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				

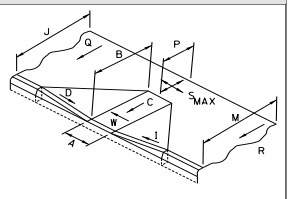


Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-16thSt-WashingtonAve-16thSt-WashingtonAve-2024-02-28-7-Type1
* Status	Current
Level of Service	Meets RC-67M

pennsylvania
DEPARTMENT OF TRANSPORTATION

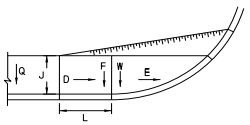
See the last tab of this workbook for instructions

TYPE 1



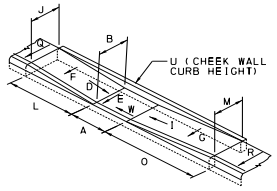
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



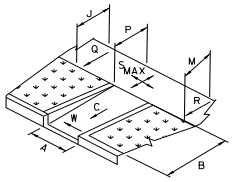
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



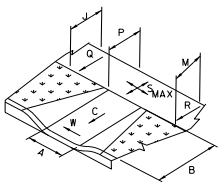
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



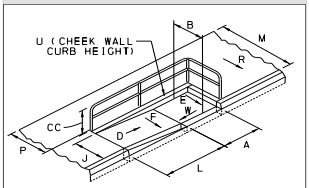
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



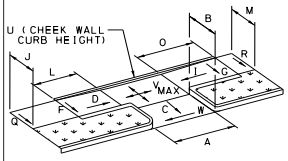
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



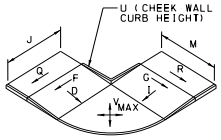
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



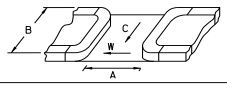
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

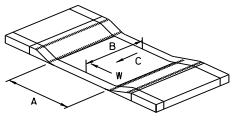


MAX ALG. CHANGE IN GRADE _____ %

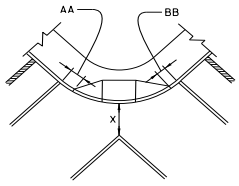
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	82	(IN)
*	C	3.60	(%)
*	D	6.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	5.00	(%)
*	J	132	(IN)
	K		(IN)
	L		(IN)
*	M	196	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.00	(%)
*	R	1.10	(%)
*	S	1.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.70	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

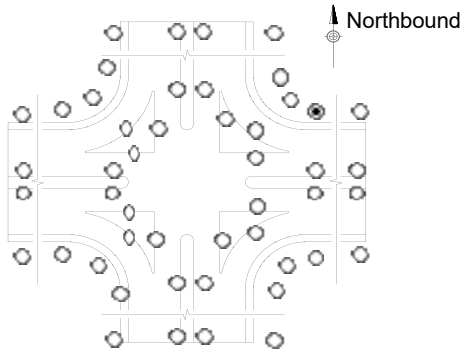
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	02	28	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		1.00	%		
Cross Slope in Front of Ramp (Road Profile)		0.60	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	6.5	%	
Intersection Ramp # of #		4	8		
*Ramp Location (Use Figure Below)			09		
*Curb Ramp Type	Type 1				
*North Leg	16th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	16th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



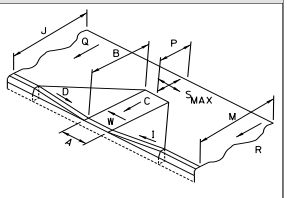
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-16thSt-WashingtonAve-16thSt-WashingtonAve-2024-02-28-9-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

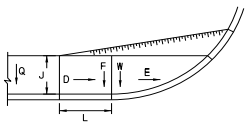
See the last tab of this workbook for instructions

TYPE 1



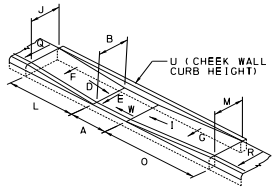
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



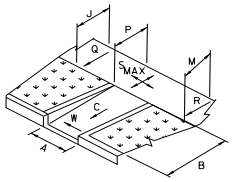
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



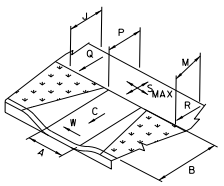
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



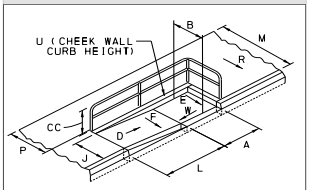
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



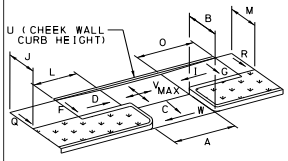
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



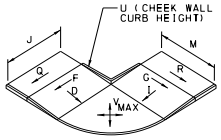
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



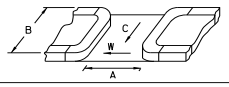
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

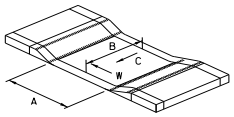


MAX ALG. CHANGE IN GRADE _____ %

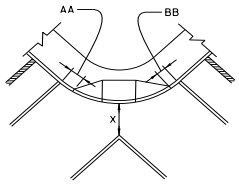
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	97	(IN)
*	C	5.50	(%)
*	D	6.60	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	5.50	(%)
*	J	132	(IN)
	K		(IN)
	L		(IN)
*	M	196	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.00	(%)
*	R	1.10	(%)
*	S	1.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

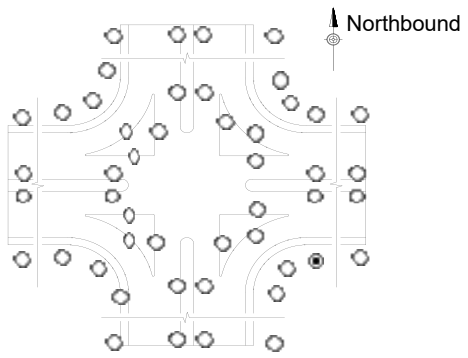
CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	02	28	
Field Investigators 1	Donald Slipp			
Field Investigators 2	Marykate Stine			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Cast Iron			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	3.90	%		
Cross Slope in Front of Ramp (Road Profile)	1.10	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #	108092	Alg Δ Grade	9.8	%
Intersection Ramp # of #		5	8	
*Ramp Location (Use Figure Below)			12	
*Curb Ramp Type	Type 1			
*North Leg	16th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Washington	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	16th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Washington	(segment)	(offset)	
*West Leg Desc.	Ave			



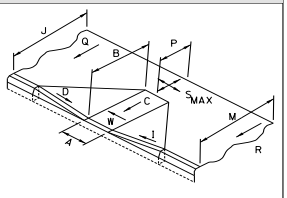
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-16thSt-WashingtonAve-16thSt-WashingtonAve-2024-02-28-12-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

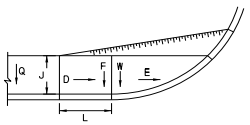
See the last tab of this workbook for instructions

TYPE 1



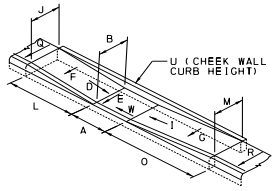
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



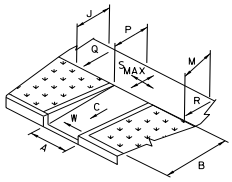
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



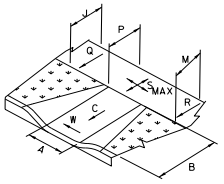
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



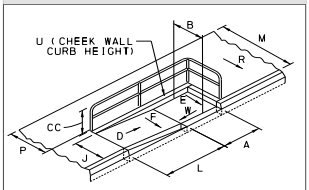
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



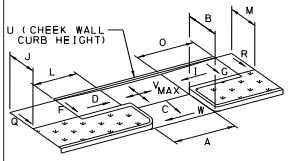
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



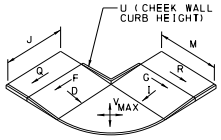
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



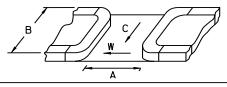
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

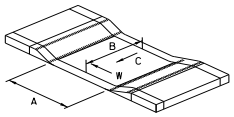


MAX ALG. CHANGE IN GRADE _____ %

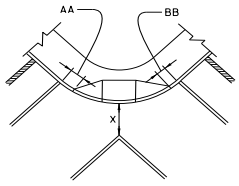
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	129	(IN)
*	C	5.90	(%)
*	D	3.70	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.00	(%)
*	J	220	(IN)
	K		(IN)
	L		(IN)
*	M	132	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.50	(%)
*	R	5.90	(%)
*	S	1.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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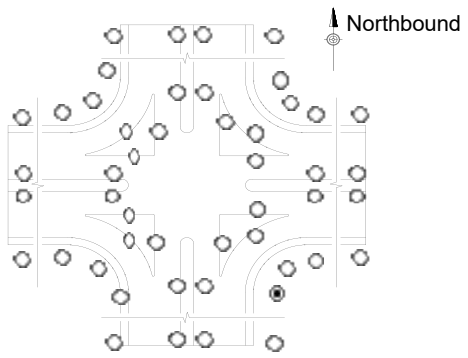
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	02	28	
Field Investigators 1	Donald Slipp			
Field Investigators 2	Marykate Stine			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Cast Iron			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	2.60	%		
Cross Slope in Front of Ramp (Road Profile)	1.00	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #	108092	Alg Δ Grade	11.1	%
Intersection Ramp # of #		6	8	
*Ramp Location (Use Figure Below)			14	
*Curb Ramp Type	Type 1			
*North Leg	16th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Washington	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	16th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Washington	(segment)	(offset)	
*West Leg Desc.	Ave			



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-16thSt-WashingtonAve-16thSt-WashingtonAve-2024-02-28-14-Type1
* Status	Current
Level of Service	Ex - Provides Max Access

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

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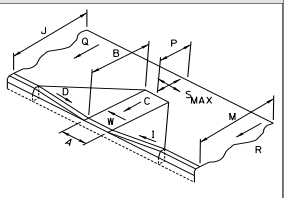
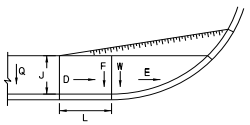
TYPE 1



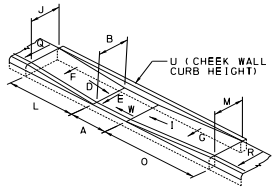
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



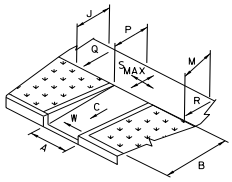
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



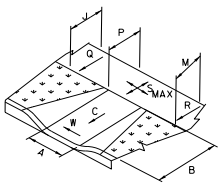
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



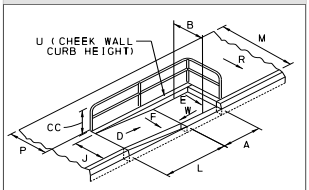
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



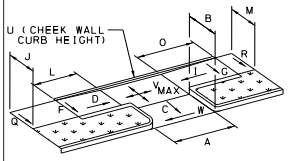
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



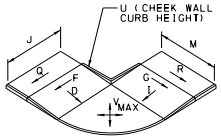
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



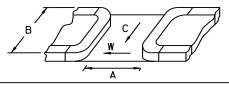
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

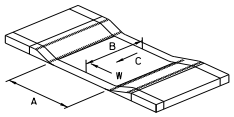


MAX ALG. CHANGE IN GRADE _____ %

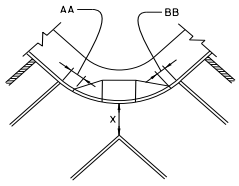
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	82	(IN)
*	C	8.50	(%)
*	D	6.50	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	4.80	(%)
*	J	220	(IN)
	K		(IN)
	L		(IN)
*	M	132	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.50	(%)
*	R	5.90	(%)
*	S	1.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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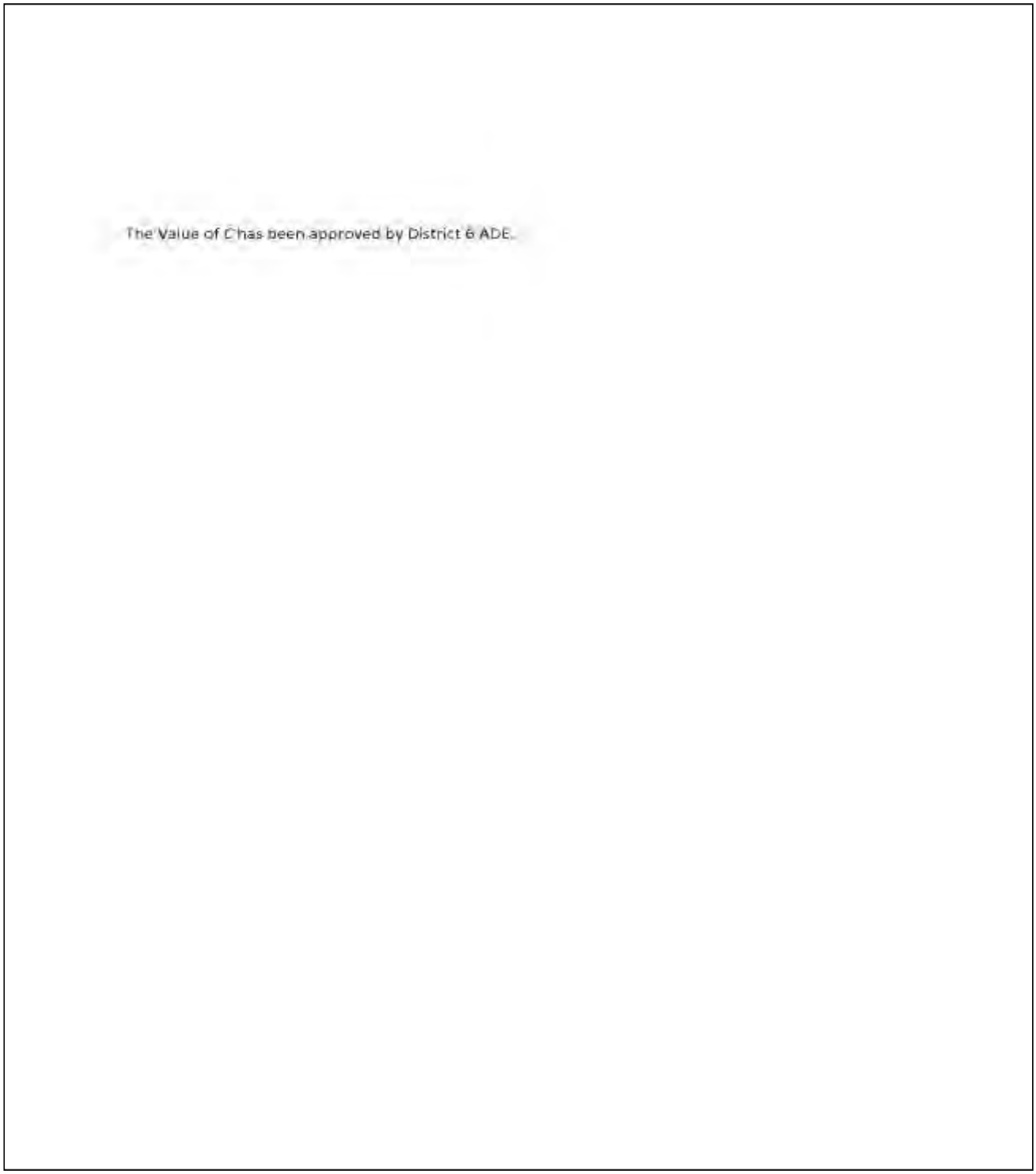
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Scanned Inspection Form (TIFF set resolution to 200 DPI)



CS-4401 (6-17)

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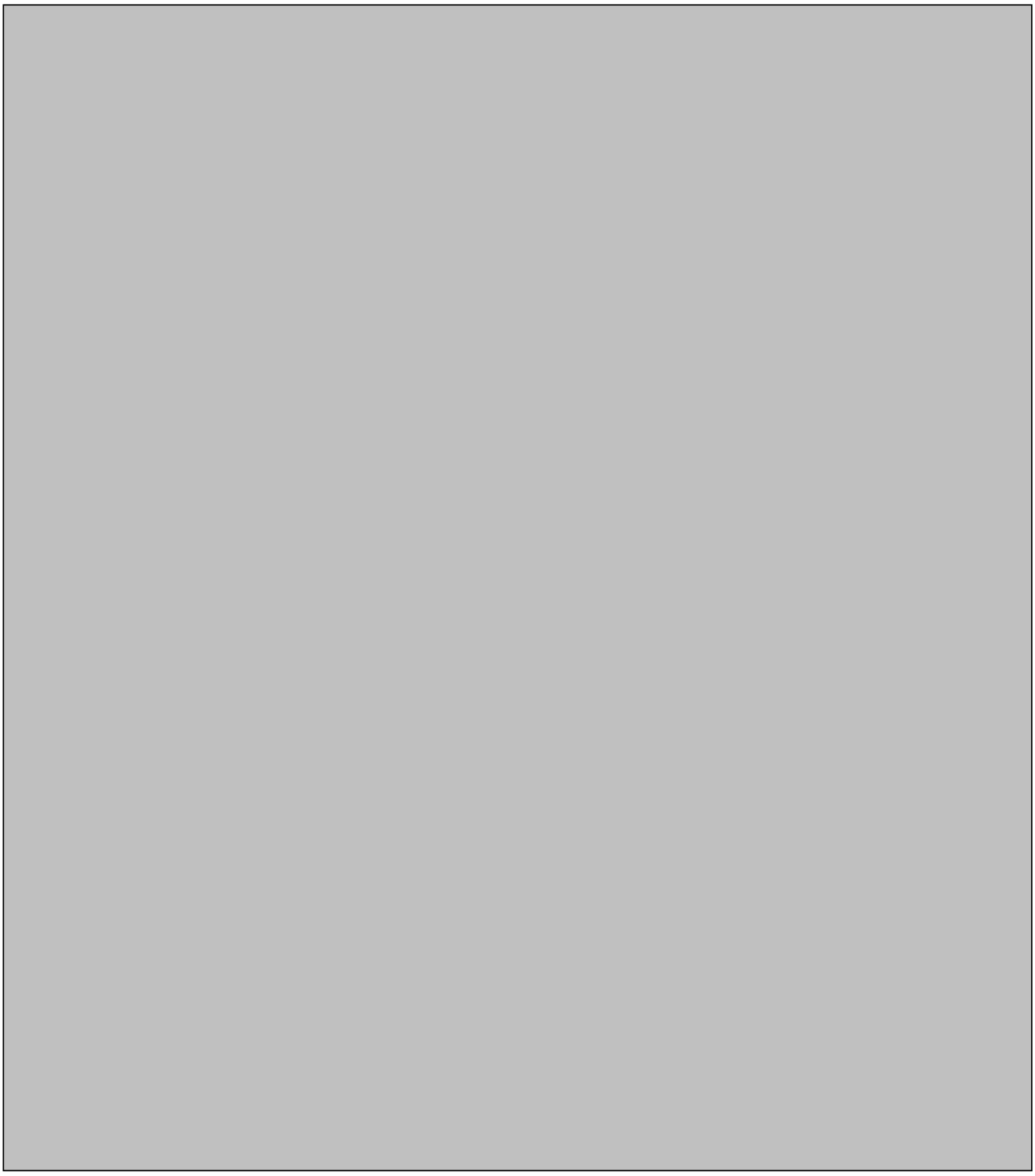
DEPARTMENT OF TRANSPORTATION

Scanned Inspection Form Continued (TIFF set resolution to 200 DPI)



CS-4401 (6-17)

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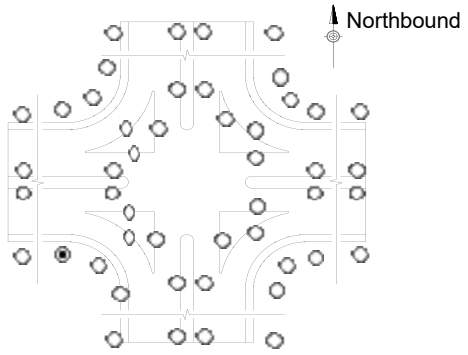
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	02	28	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		2.60	%		
Cross Slope in Front of Ramp (Road Profile)		0.50	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	9.9	%	
Intersection Ramp # of #		8	8		
*Ramp Location (Use Figure Below)			19		
*Curb Ramp Type	Type 1				
*North Leg	16th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	16th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-16thSt-WashingtonAve-16thSt-WashingtonAve-2024-02-28-19-Type1
* Status	Current
Level of Service	Meets RC-67M

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DEPARTMENT OF TRANSPORTATION

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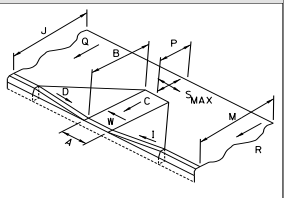
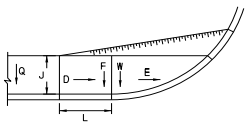
TYPE 1



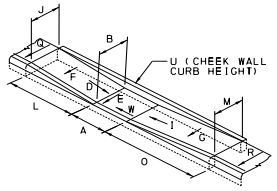
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



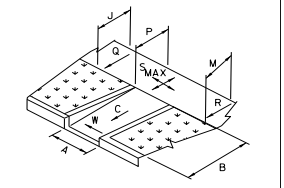
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



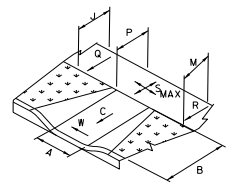
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



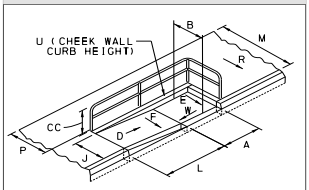
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



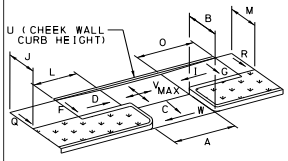
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



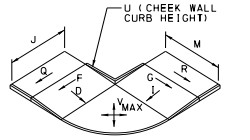
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



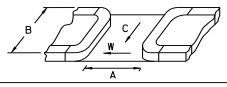
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

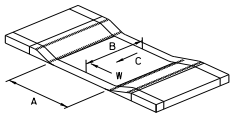


MAX ALG. CHANGE IN GRADE _____ %

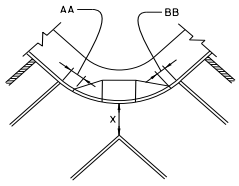
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	128	(IN)
*	C	7.30	(%)
*	D	7.90	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	4.30	(%)
*	J	137	(IN)
	K		(IN)
	L		(IN)
*	M	243	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	3.00	(%)
*	R	1.60	(%)
*	S	1.40	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

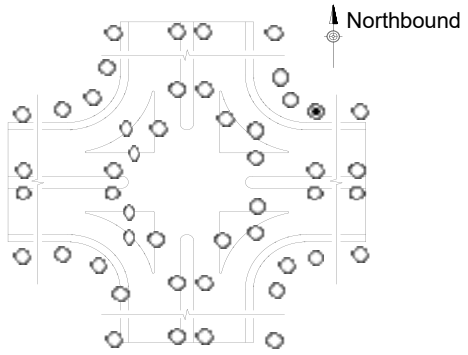
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	02	28	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		4.70	%		
Cross Slope in Front of Ramp (Road Profile)		0.90	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	6.6	%	
Intersection Ramp # of #		4	8		
*Ramp Location (Use Figure Below)			09		
*Curb Ramp Type		Type 1			
*North Leg	17th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	17th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				

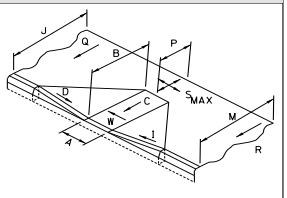


Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-17thSt-WashingtonAve-17thSt-WashingtonAve-2024-02-28-9-Type1
* Status	Current
Level of Service	Meets RC-67M

pennsylvania
DEPARTMENT OF TRANSPORTATION

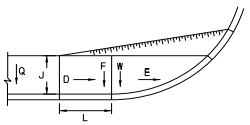
See the last tab of this workbook for instructions

TYPE 1



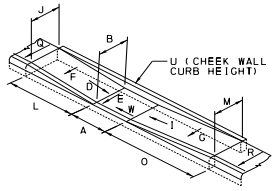
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



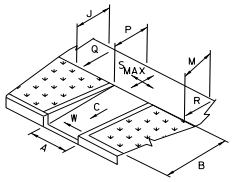
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



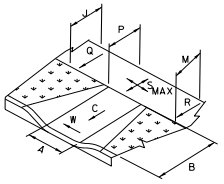
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



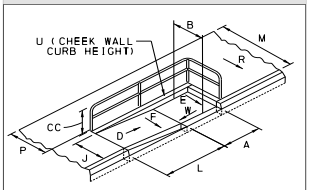
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



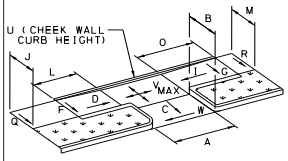
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



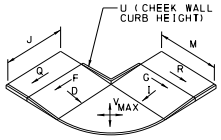
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



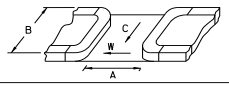
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

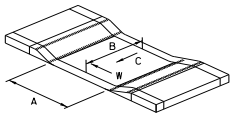


MAX ALG. CHANGE IN GRADE _____ %

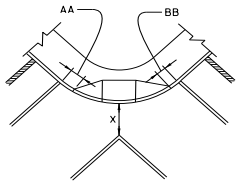
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	49	(IN)
*	C	1.90	(%)
*	D	4.80	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	7.40	(%)
*	J	137	(IN)
	K		(IN)
	L		(IN)
*	M	188	(IN)
	N		(IN)
	O		(IN)
*	P	49	(IN)
*	Q	4.30	(%)
*	R	2.90	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.80	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

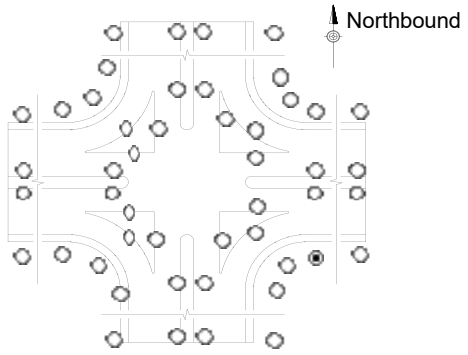
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	02	28	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		2.20	%		
Cross Slope in Front of Ramp (Road Profile)		0.40	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	5.9	%	
Intersection Ramp # of #		5	8		
*Ramp Location (Use Figure Below)			12		
*Curb Ramp Type	Type 1				
*North Leg	17th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	17th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-17thSt-WashingtonAve-17thSt-WashingtonAve-2024-02-28-12-Type1
* Status	Current
Level of Service	Meets RC-67M

pennsylvania
DEPARTMENT OF TRANSPORTATION

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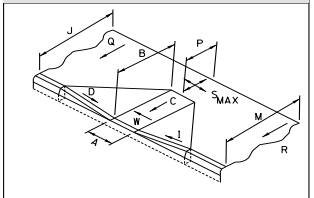
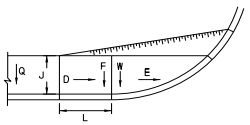
TYPE 1



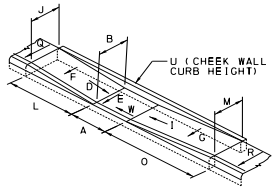
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



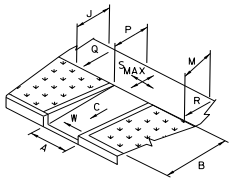
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



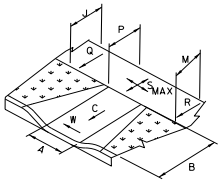
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



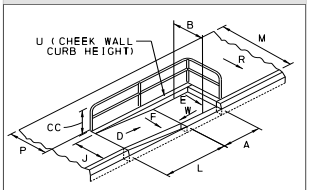
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



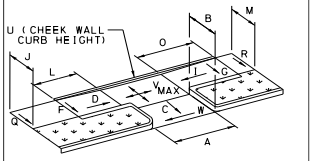
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



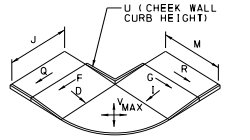
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



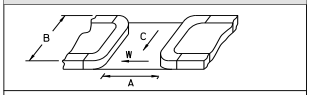
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

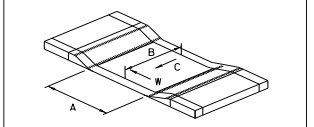


MAX ALG. CHANGE IN GRADE _____ %

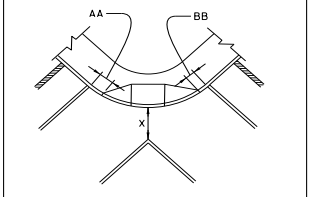
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	134	(IN)
*	C	3.70	(%)
*	D	7.30	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	7.40	(%)
*	J	248	(IN)
	K		(IN)
	L		(IN)
*	M	137	(IN)
	N		(IN)
	O		(IN)
*	P	50	(IN)
*	Q	2.00	(%)
*	R	3.70	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

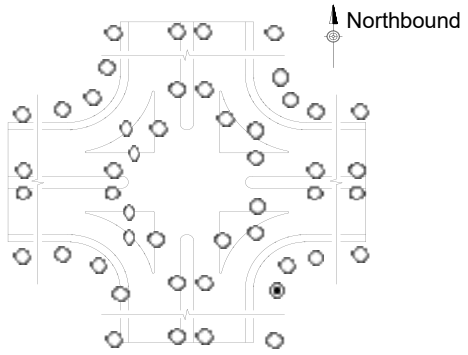
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	02	28	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		5.20	%		
Cross Slope in Front of Ramp (Road Profile)		2.00	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	10.7	%	
Intersection Ramp # of #		6	8		
*Ramp Location (Use Figure Below)			14		
*Curb Ramp Type	Type 1				
*North Leg	17th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	17th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				

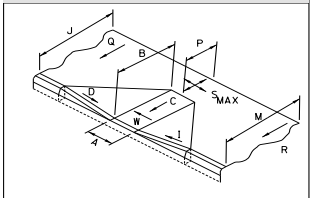


Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-17thSt-WashingtonAve-17thSt-WashingtonAve-2024-02-28-14-Type1
* Status	Current
Level of Service	Meets RC-67M

pennsylvania
DEPARTMENT OF TRANSPORTATION

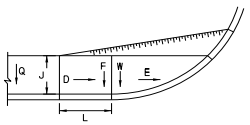
See the last tab of this workbook for instructions

TYPE 1



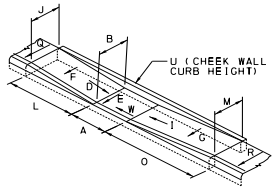
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



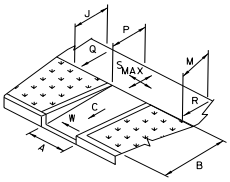
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



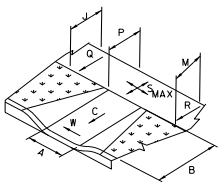
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



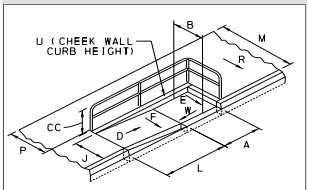
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



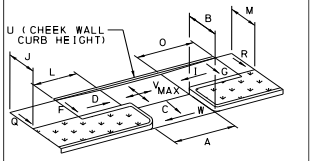
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



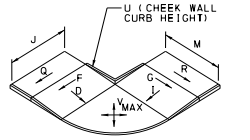
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



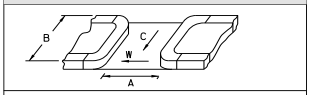
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

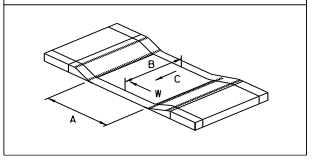


MAX ALG. CHANGE IN GRADE _____ %

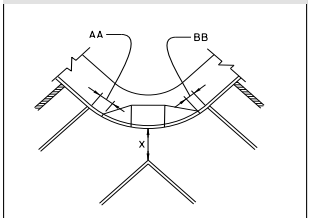
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	91	(IN)
*	C	5.50	(%)
*	D	8.10	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.80	(%)
*	J	248	(IN)
	K		(IN)
	L		(IN)
*	M	137	(IN)
	N		(IN)
	O		(IN)
*	P	49	(IN)
*	Q	2.00	(%)
*	R	3.70	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.70	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

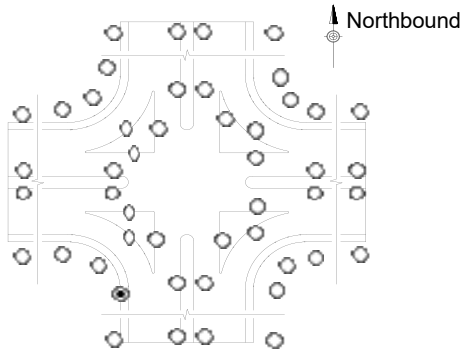
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	02	28	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		4.50	%		
Cross Slope in Front of Ramp (Road Profile)		2.30	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	10.3	%	
Intersection Ramp # of #		7	8		
*Ramp Location (Use Figure Below)			17		
*Curb Ramp Type	Type 1				
*North Leg	17th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	17th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				

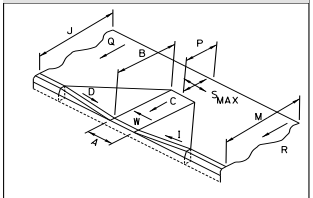


Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-17thSt-WashingtonAve-17thSt-WashingtonAve-2024-02-28-17-Type1
* Status	Current
Level of Service	Meets RC-67M

pennsylvania
DEPARTMENT OF TRANSPORTATION

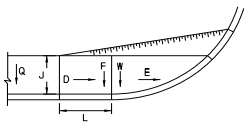
See the last tab of this workbook for instructions

TYPE 1



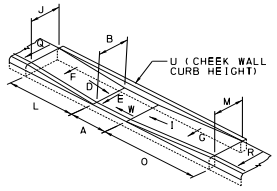
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



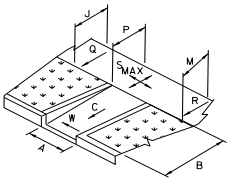
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



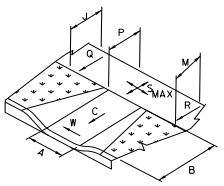
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



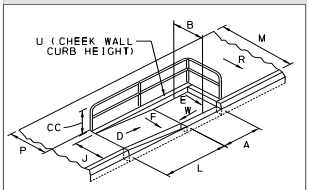
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



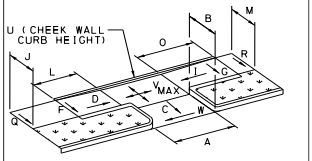
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



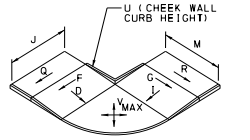
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



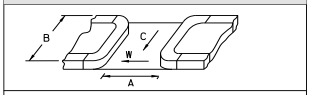
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

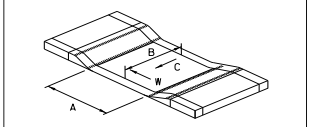


MAX ALG. CHANGE IN GRADE _____ %

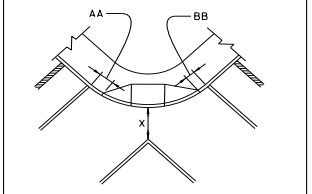
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	63	(IN)
*	C	5.80	(%)
*	D	6.20	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	7.00	(%)
*	J	178	(IN)
	K		(IN)
	L		(IN)
*	M	321	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	3.20	(%)
*	R	1.20	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

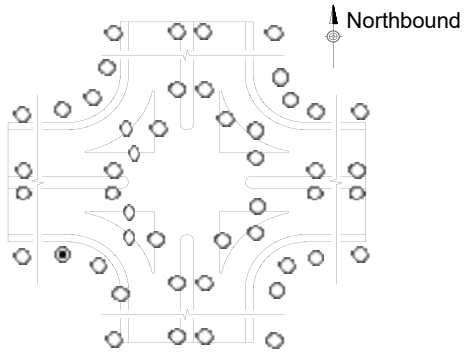
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	02	28	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		6.40	%		
Cross Slope in Front of Ramp (Road Profile)		2.30	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	12.6	%	
Intersection Ramp # of #		8	8		
*Ramp Location (Use Figure Below)			19		
*Curb Ramp Type	Type 1				
*North Leg	17th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	17th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



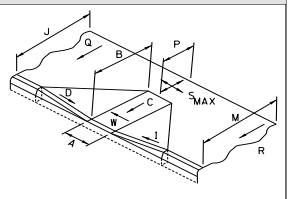
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-17thSt-WashingtonAve-17thSt-WashingtonAve-2024-02-28-19-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

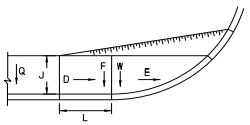
See the last tab of this workbook for instructions

TYPE 1



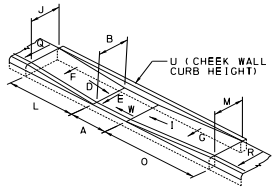
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



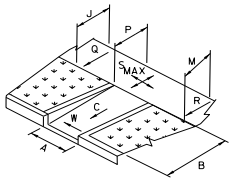
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



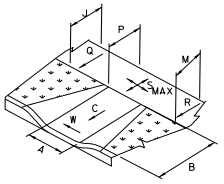
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



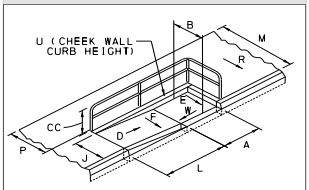
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



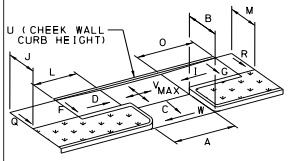
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



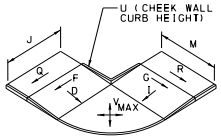
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



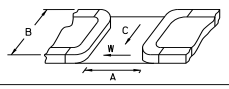
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

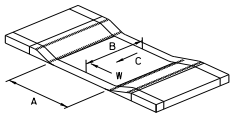


MAX ALG. CHANGE IN GRADE _____ %

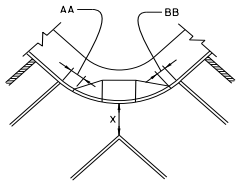
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	141	(IN)
*	C	6.20	(%)
*	D	5.60	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.50	(%)
*	J	178	(IN)
	K		(IN)
	L		(IN)
*	M	321	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	3.20	(%)
*	R	1.20	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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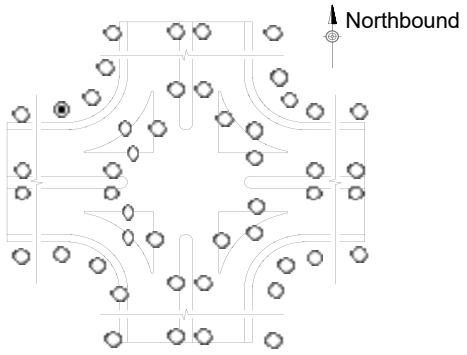
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	02	27	
Field Investigators 1	Donald Slipp			
Field Investigators 2	Marykate Stine			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Cast Iron			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.50	%		
Cross Slope in Front of Ramp (Road Profile)	0.20	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #	108092	Alg Δ Grade	5.4	%
Intersection Ramp # of #		1	4	
*Ramp Location (Use Figure Below)			02	
*Curb Ramp Type	Type 1			
*North Leg	18th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Washington	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	18th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Washington	(segment)	(offset)	
*West Leg Desc.	Ave			



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-18thSt-WashingtonAve-18thSt-WashingtonAve-2024-02-27-2-Type1
* Status	Current
Level of Service	Meets RC-67M

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DEPARTMENT OF TRANSPORTATION

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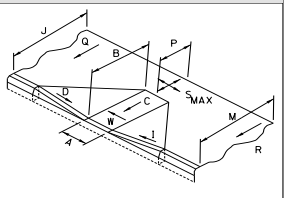
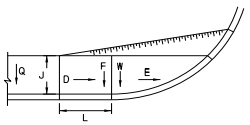
TYPE 1



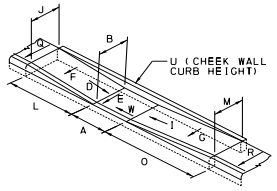
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



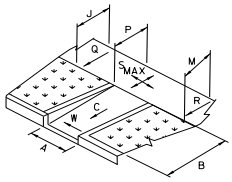
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



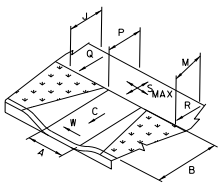
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



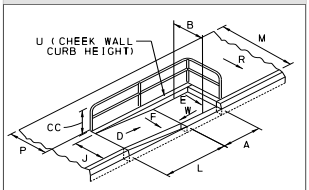
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



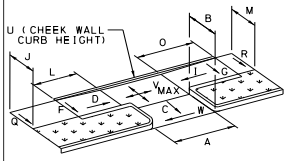
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



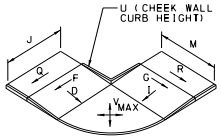
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



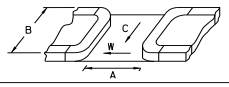
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

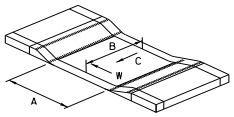


MAX ALG. CHANGE IN GRADE _____ %

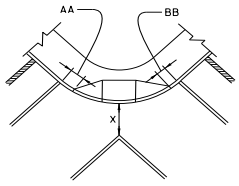
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	86	(IN)
*	C	3.90	(%)
*	D	4.30	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.10	(%)
*	J	199	(IN)
	K		(IN)
	L		(IN)
*	M	141	(IN)
	N		(IN)
	O		(IN)
*	P	69	(IN)
*	Q	0.20	(%)
*	R	3.30	(%)
*	S	0.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.30	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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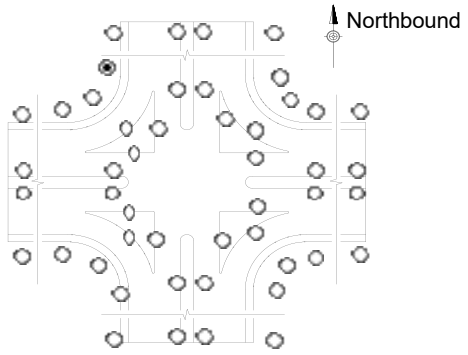
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	02	27	
Field Investigators 1	Donald Slipp			
Field Investigators 2	Marykate Stine			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Cast Iron			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	0.20	%		
Cross Slope in Front of Ramp (Road Profile)	2.10	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #	108092	Alg Δ Grade	6.8	%
Intersection Ramp # of #		2	4	
*Ramp Location (Use Figure Below)			04	
*Curb Ramp Type	Type 1			
*North Leg	18th	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Washington	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg	18th	(segment)	(offset)	
*South Leg Desc.	St			
*West Leg	Washington	(segment)	(offset)	
*West Leg Desc.	Ave			



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-18thSt-WashingtonAve-18thSt-WashingtonAve-2024-02-27-4-Type1
* Status	Current
Level of Service	Ex - Provides Max Access

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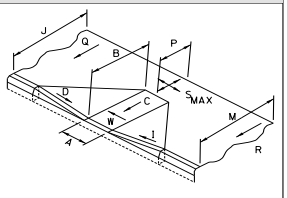
DEPARTMENT OF TRANSPORTATION

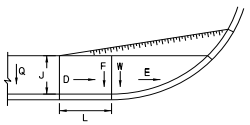
See the last tab of this workbook for instructions

TYPE 1



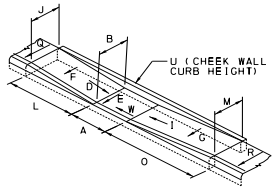
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



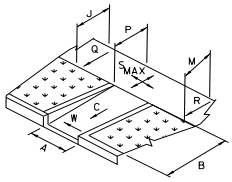
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



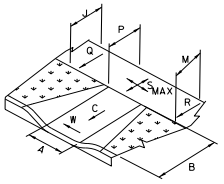
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



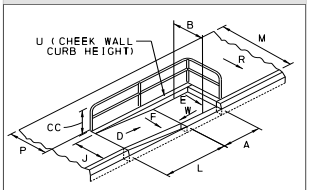
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



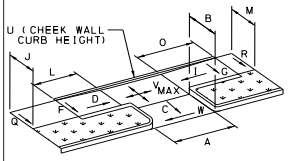
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



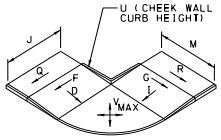
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



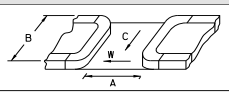
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

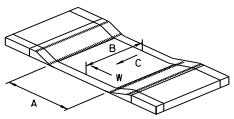


MAX ALG. CHANGE IN GRADE _____ %

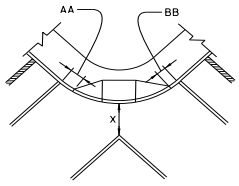
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	90	(IN)
*	C	6.60	(%)
*	D	10.30	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.90	(%)
*	J	199	(IN)
	K		(IN)
	L		(IN)
*	M	141	(IN)
	N		(IN)
	O		(IN)
*	P	70	(IN)
*	Q	0.20	(%)
*	R	3.30	(%)
*	S	0.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.10	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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DEPARTMENT OF TRANSPORTATION

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Scanned Inspection Form (TIFF set resolution to 200 DPI)

The Value of *D* has been approved by District 6 ADE

CS-4401 (6-17)

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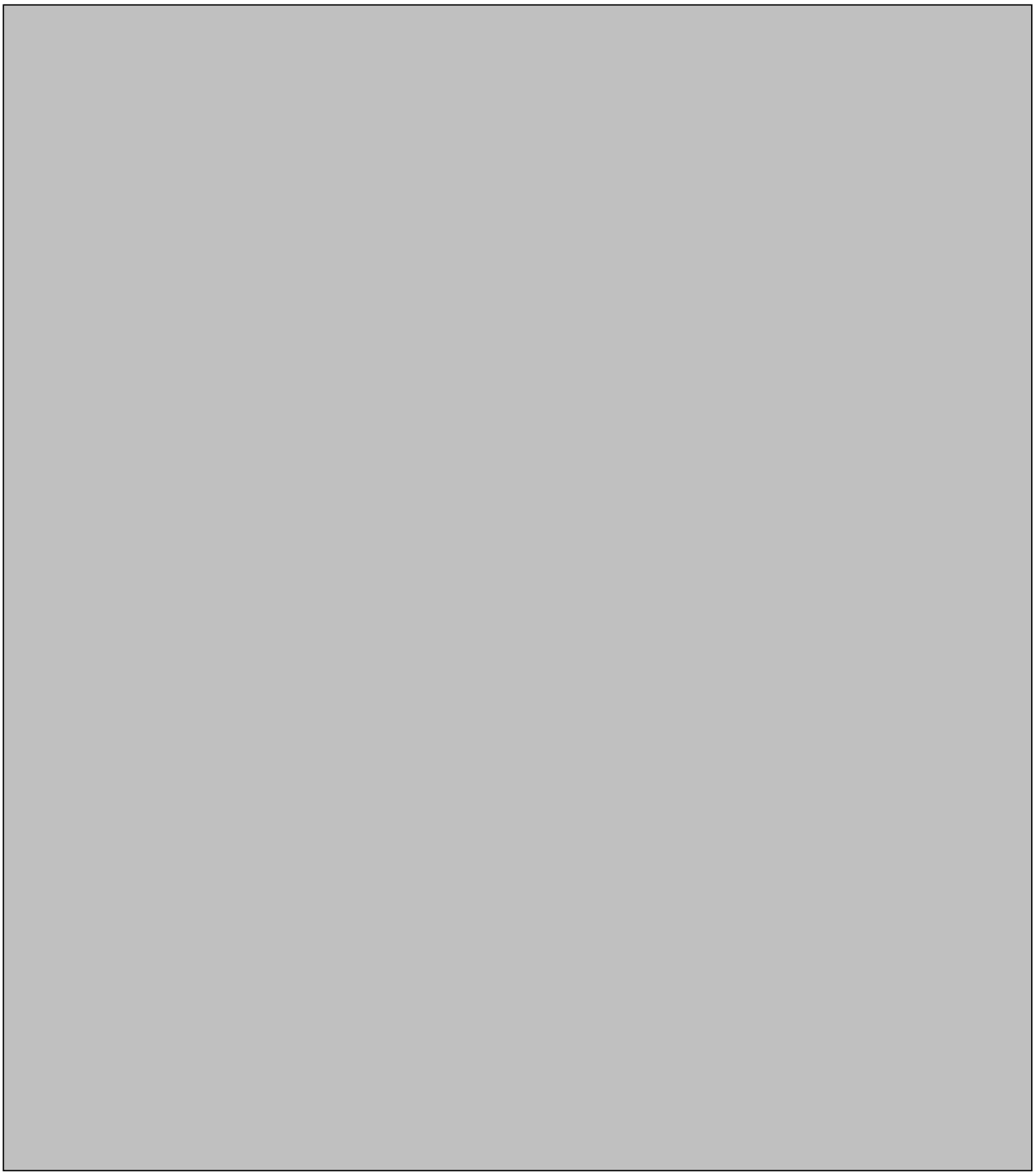
DEPARTMENT OF TRANSPORTATION

Scanned Inspection Form Continued (TIFF set resolution to 200 DPI)

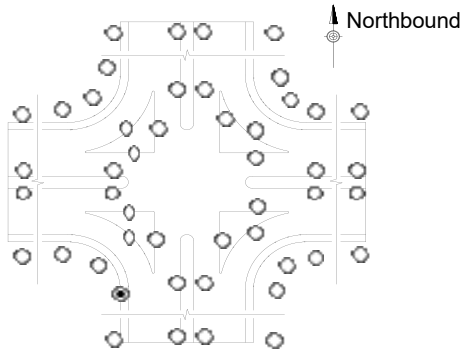


CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	02	27	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		0.00	%		
Cross Slope in Front of Ramp (Road Profile)		2.10	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	7.4	%	
Intersection Ramp # of #		3	4		
*Ramp Location (Use Figure Below)			17		
*Curb Ramp Type	Type 1				
*North Leg	18th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	18th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				

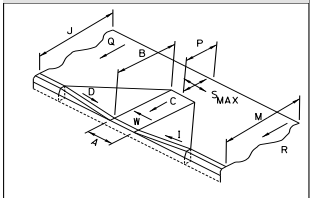


Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-18thSt-WashingtonAve-18thSt-WashingtonAve-2024-02-27-17-Type1
* Status	Current
Level of Service	Meets RC-67M

pennsylvania
DEPARTMENT OF TRANSPORTATION

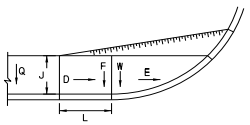
See the last tab of this workbook for instructions

TYPE 1



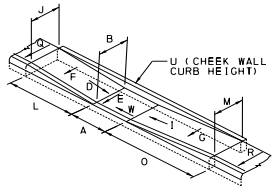
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



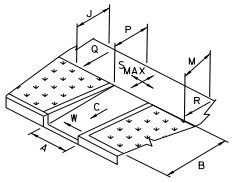
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



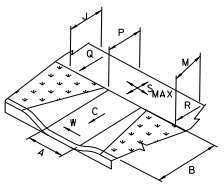
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



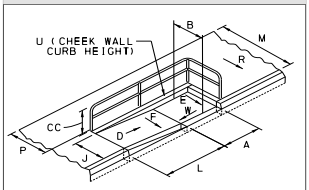
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



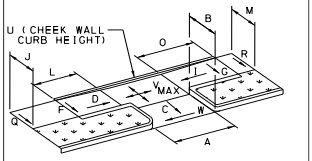
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



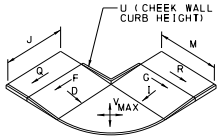
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



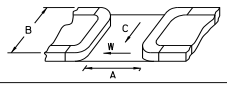
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

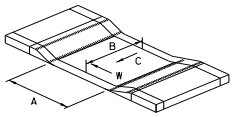


MAX ALG. CHANGE IN GRADE _____ %

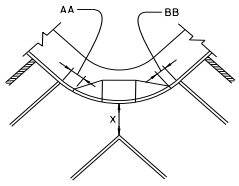
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	83	(IN)
*	C	7.40	(%)
*	D	5.30	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	7.70	(%)
*	J	146	(IN)
	K		(IN)
	L		(IN)
*	M	250	(IN)
	N		(IN)
	O		(IN)
*	P	59	(IN)
*	Q	4.40	(%)
*	R	1.40	(%)
*	S	1.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.10	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

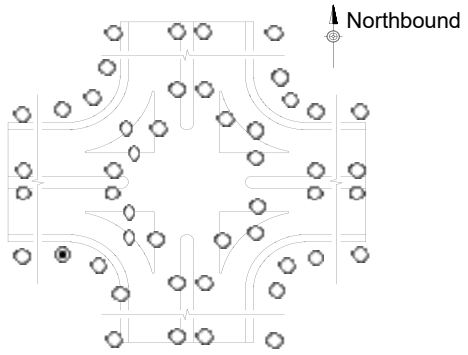
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	02	27		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	No				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	6.40	%			
Cross Slope in Front of Ramp (Road Profile)	0.50	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 108092	Alg Δ Grade	9.4	%		
Intersection Ramp # of #	4	4			
*Ramp Location (Use Figure Below)		19			
*Curb Ramp Type	Type 1				
*North Leg	18th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	18th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



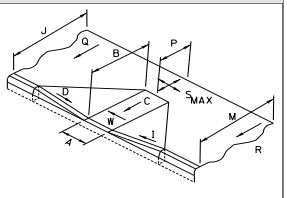
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-18thSt-WashingtonAve-18thSt-WashingtonAve-2024-02-27-19-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

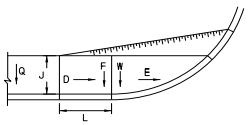
See the last tab of this workbook for instructions

TYPE 1



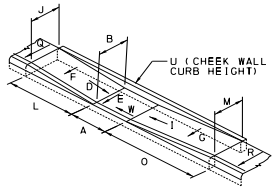
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



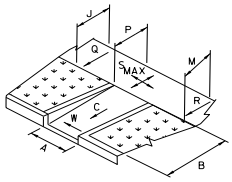
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



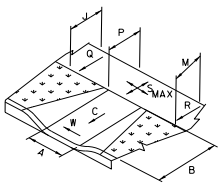
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



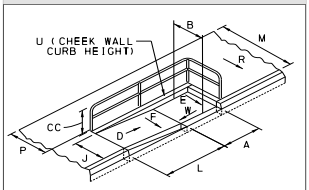
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



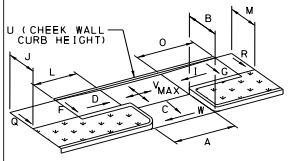
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



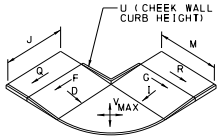
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



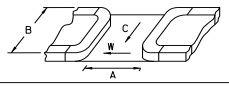
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

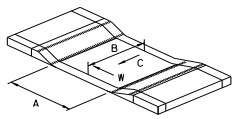


MAX ALG. CHANGE IN GRADE _____ %

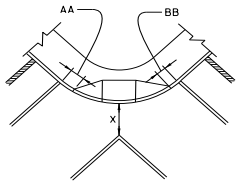
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	109	(IN)
*	C	3.00	(%)
*	D	7.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	9.30	(%)
*	J	146	(IN)
	K		(IN)
	L		(IN)
*	M	250	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	4.40	(%)
*	R	1.40	(%)
*	S	1.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.10	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

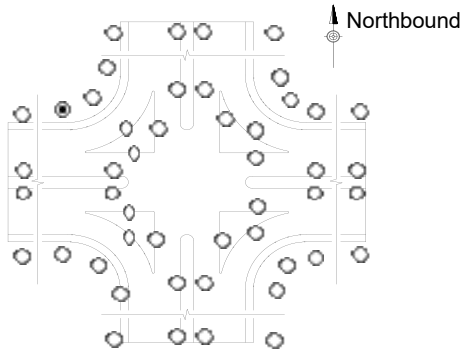
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	02	27	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		4.20	%		
Cross Slope in Front of Ramp (Road Profile)		1.50	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	9.8	%	
Intersection Ramp # of #		1	4		
*Ramp Location (Use Figure Below)			02		
*Curb Ramp Type		Type 1			
*North Leg	19th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	19th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



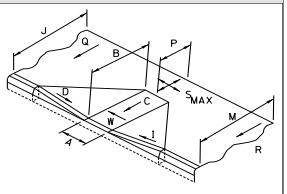
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-19thSt-WashingtonAve-19thSt-WashingtonAve-2024-02-27-2-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

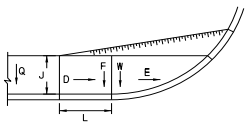
See the last tab of this workbook for instructions

TYPE 1



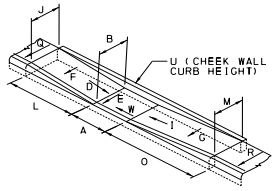
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



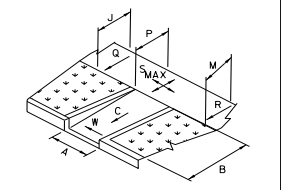
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



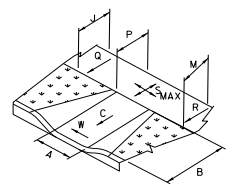
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



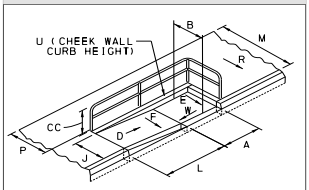
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



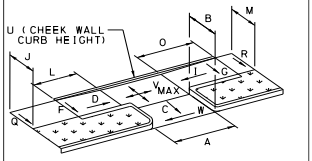
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



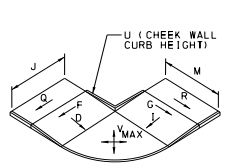
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



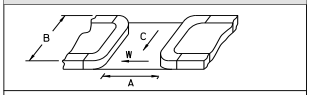
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

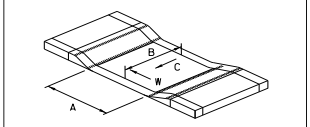


MAX ALG. CHANGE IN GRADE _____ %

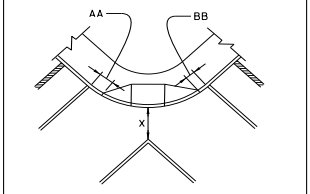
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	77	(IN)
*	C	5.60	(%)
*	D	8.30	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	7.40	(%)
*	J	193	(IN)
	K		(IN)
	L		(IN)
*	M	139	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	3.10	(%)
*	R	2.60	(%)
*	S	1.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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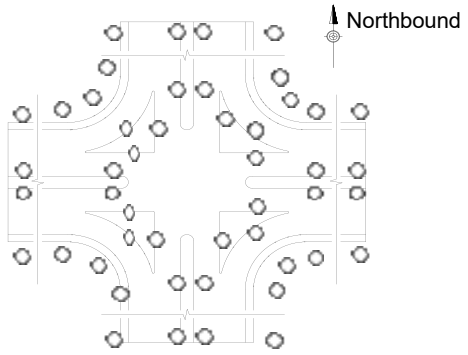
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	02	27		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	No				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	1.70	%			
Cross Slope in Front of Ramp (Road Profile)	1.20	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 108092	Alg Δ Grade	9.1	%		
Intersection Ramp # of #	2	4			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				
*North Leg	19th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	19th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



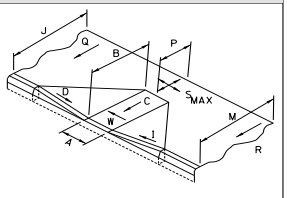
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-19thSt-WashingtonAve-19thSt-WashingtonAve-2024-02-27-4-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

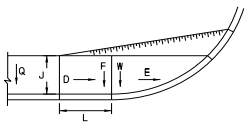
See the last tab of this workbook for instructions

TYPE 1



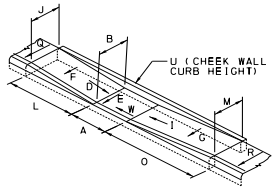
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



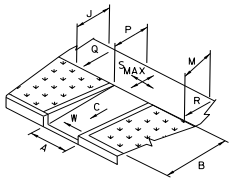
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



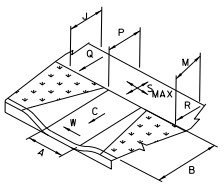
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



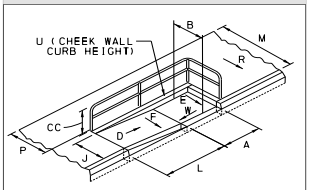
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



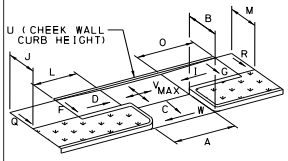
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



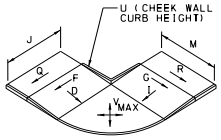
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



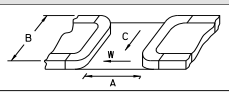
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

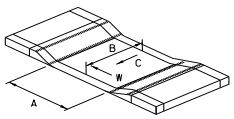


MAX ALG. CHANGE IN GRADE _____ %

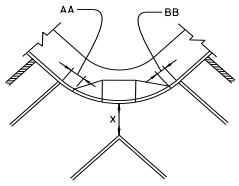
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	70	(IN)
*	C	7.40	(%)
*	D	8.70	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	7.50	(%)
*	J	193	(IN)
	K		(IN)
	L		(IN)
*	M	139	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	3.10	(%)
*	R	2.60	(%)
*	S	1.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.50	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

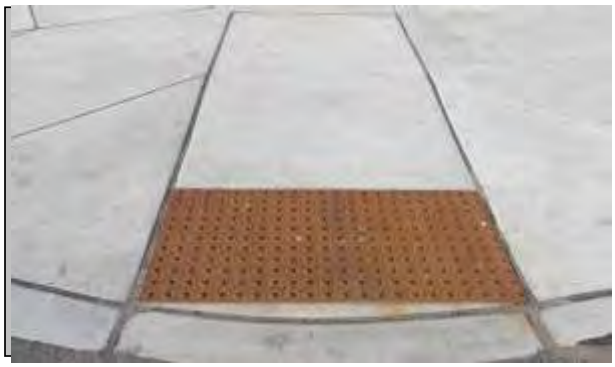
(insert comments below)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5

Insert Picture 3

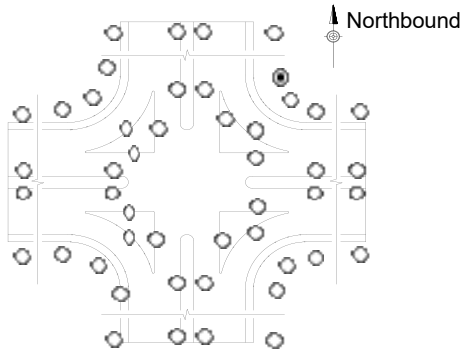
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	02	27	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		4.20	%		
Cross Slope in Front of Ramp (Road Profile)		0.80	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	10.8	%	
Intersection Ramp # of #		3	4		
*Ramp Location (Use Figure Below)			07		
*Curb Ramp Type	Type 1				
*North Leg	19th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	19th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



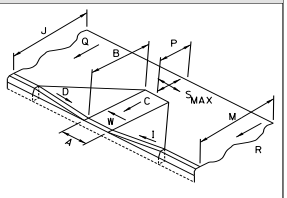
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-19thSt-WashingtonAve-19thSt-WashingtonAve-2024-02-27-7-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

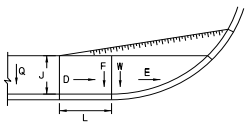
See the last tab of this workbook for instructions

TYPE 1



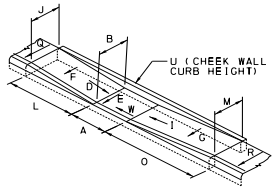
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



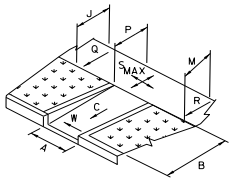
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



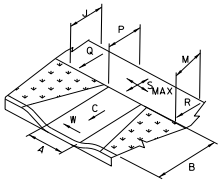
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



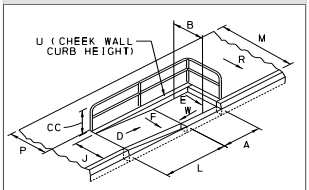
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



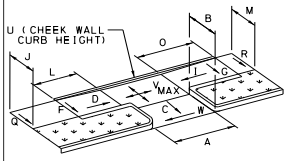
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



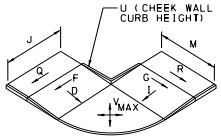
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



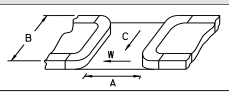
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

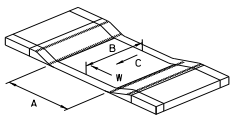


MAX ALG. CHANGE IN GRADE _____ %

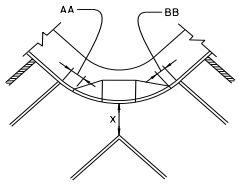
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	6.60	(%)
*	D	8.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.10	(%)
*	J	138	(IN)
	K		(IN)
	L		(IN)
*	M	180	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.10	(%)
*	R	3.30	(%)
*	S	1.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

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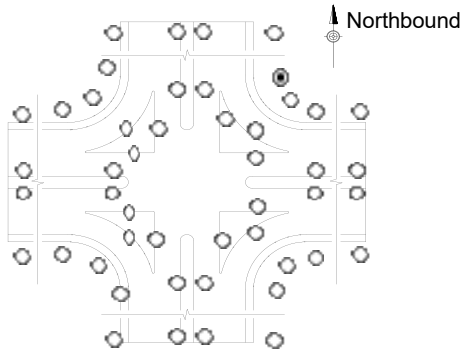
*Date of Investigation (yyyy mm dd)		2024	02	27	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		4.20	%		
Cross Slope in Front of Ramp (Road Profile)		0.80	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	10.8	%	
Intersection Ramp # of #		3	4		
*Ramp Location (Use Figure Below)			09		
*Curb Ramp Type	Type 1				
*North Leg	19th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	19th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-19thSt-WashingtonAve-19thSt-WashingtonAve-2024-02-27-9-Type1
* Status	Current
Level of Service	Meets RC-67M

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DEPARTMENT OF TRANSPORTATION

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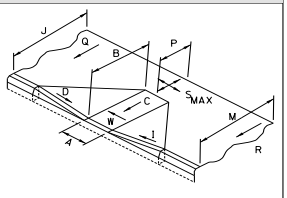
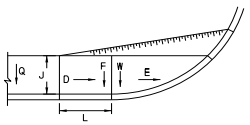
TYPE 1



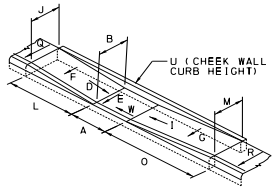
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



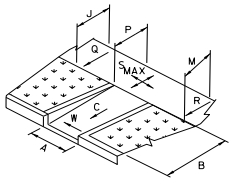
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



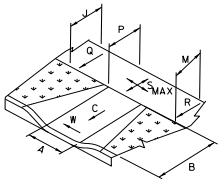
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



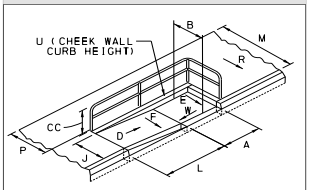
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



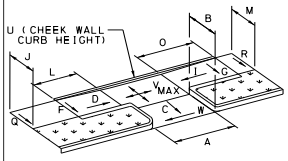
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



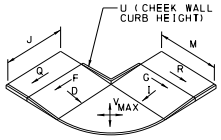
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



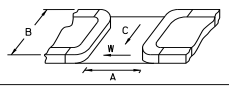
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

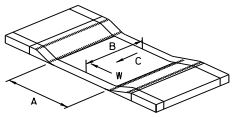


MAX ALG. CHANGE IN GRADE _____ %

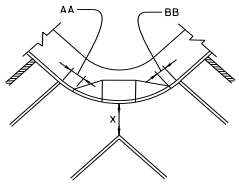
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	48	(IN)
*	C	6.60	(%)
*	D	8.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.10	(%)
*	J	138	(IN)
	K		(IN)
	L		(IN)
*	M	180	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.10	(%)
*	R	3.30	(%)
*	S	1.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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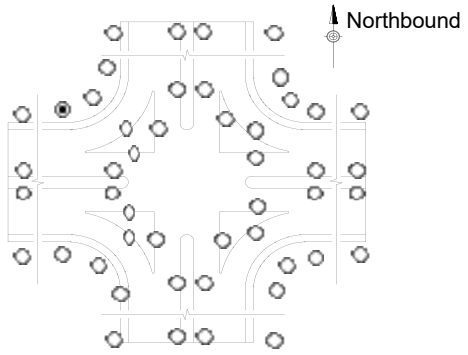
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	02	27	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		6.20	%		
Cross Slope in Front of Ramp (Road Profile)		1.20	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	11.1	%	
Intersection Ramp # of #		1	8		
*Ramp Location (Use Figure Below)			02		
*Curb Ramp Type		Type 1			
*North Leg	24th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	24th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-24thSt-WashingtonAve-24thSt-WashingtonAve-2024-02-27-2-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

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DEPARTMENT OF TRANSPORTATION

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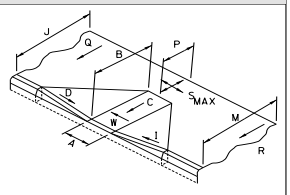
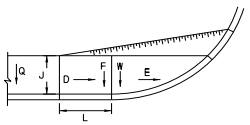
TYPE 1



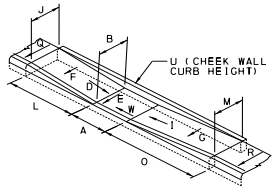
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



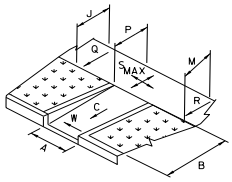
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



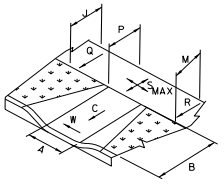
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



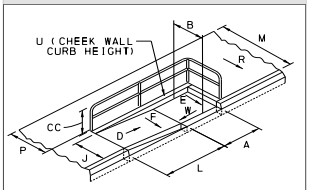
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



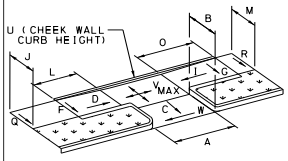
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



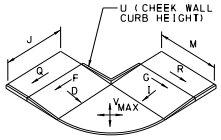
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



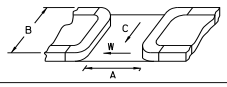
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

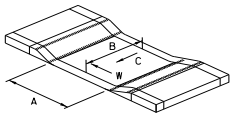


MAX ALG. CHANGE IN GRADE _____ %

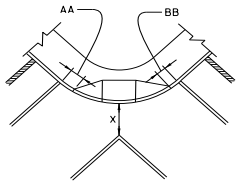
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	117	(IN)
*	C	4.90	(%)
*	D	7.10	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	8.60	(%)
*	J	209	(IN)
	K		(IN)
	L		(IN)
*	M	131	(IN)
	N		(IN)
	O		(IN)
*	P	50	(IN)
*	Q	2.90	(%)
*	R	2.40	(%)
*	S	1.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.80	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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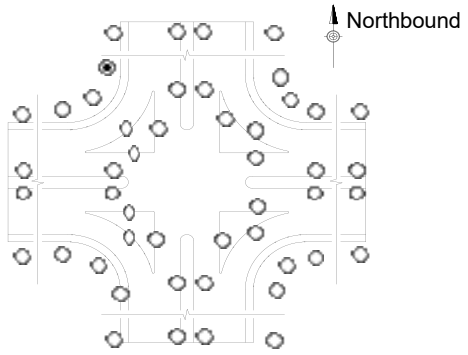
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	02	27		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	No				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	2.00	%			
Cross Slope in Front of Ramp (Road Profile)	0.50	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 108092	Alg Δ Grade	9.4	%		
Intersection Ramp # of #	2	8			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				
*North Leg	24th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	24th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-24thSt-WashingtonAve-24thSt-WashingtonAve-2024-02-27-4-Type1
* Status	Current
Level of Service	Meets RC-67M

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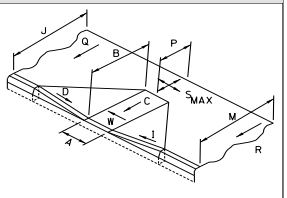
DEPARTMENT OF TRANSPORTATION

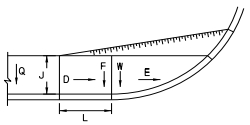
See the last tab of this workbook for instructions

TYPE 1



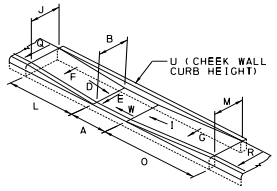
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



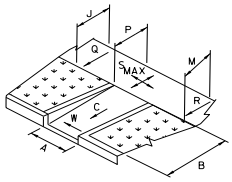
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



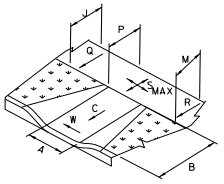
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



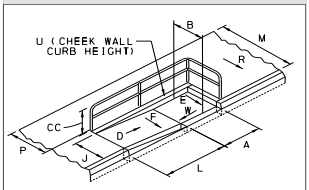
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



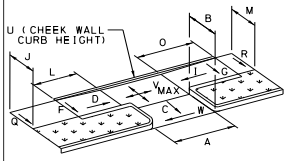
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



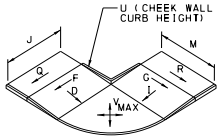
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



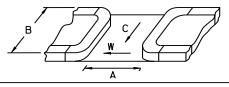
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

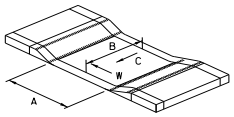


MAX ALG. CHANGE IN GRADE _____ %

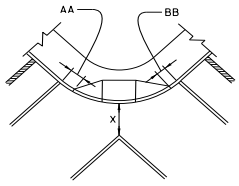
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	70	(IN)
*	C	7.40	(%)
*	D	6.10	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.80	(%)
*	J	209	(IN)
	K		(IN)
	L		(IN)
*	M	131	(IN)
	N		(IN)
	O		(IN)
*	P	51	(IN)
*	Q	2.90	(%)
*	R	2.40	(%)
*	S	1.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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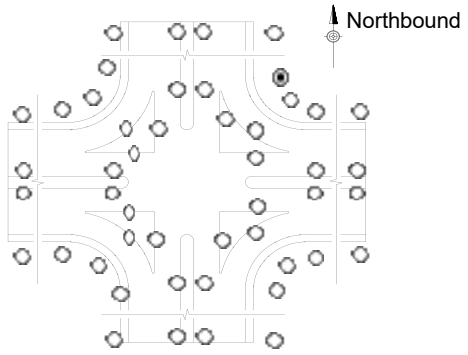
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	02	27	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		2.40	%		
Cross Slope in Front of Ramp (Road Profile)		2.70	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	7.5	%	
Intersection Ramp # of #		3	8		
*Ramp Location (Use Figure Below)			07		
*Curb Ramp Type	Type 1				
*North Leg	24th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	24th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-24thSt-WashingtonAve-24thSt-WashingtonAve-2024-02-27-7-Type1
* Status	Current
Level of Service	Meets RC-67M

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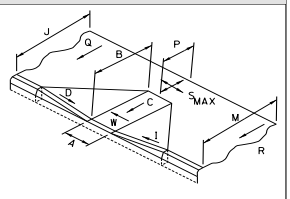
DEPARTMENT OF TRANSPORTATION

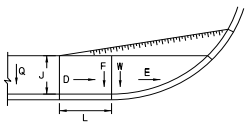
See the last tab of this workbook for instructions

TYPE 1



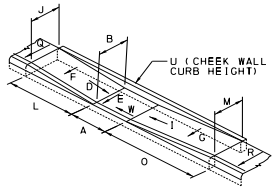
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



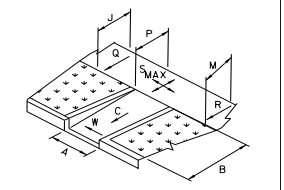
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



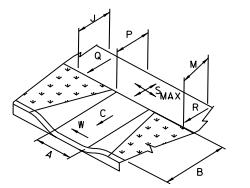
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



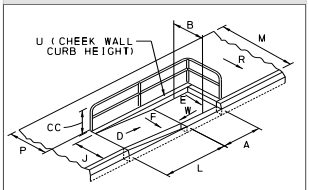
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



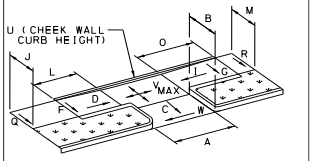
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



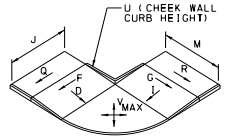
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



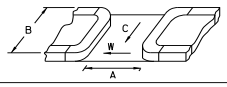
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

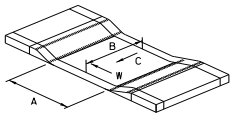


MAX ALG. CHANGE IN GRADE _____ %

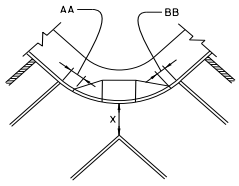
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

		"0.00" inches or %	
*	A	48	(IN)
*	B	77	(IN)
*	C	5.10	(%)
*	D	7.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	9.10	(%)
*	J	140	(IN)
	K		(IN)
	L		(IN)
*	M	215	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	3.60	(%)
*	R	1.50	(%)
*	S	1.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.10	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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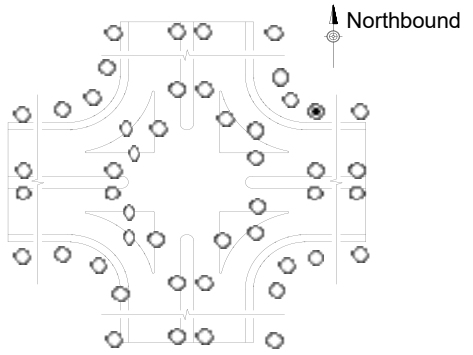
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	04	15		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	No				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	4.40	%			
Cross Slope in Front of Ramp (Road Profile)	0.60	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 108092	Alg Δ Grade	6.6	%		
Intersection Ramp # of #	4	8			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				
*North Leg	24th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	24th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



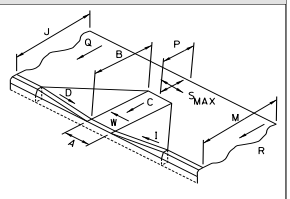
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-24thSt-WashingtonAve-24thSt-WashingtonAve-2024-04-15-9-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

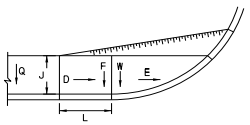
See the last tab of this workbook for instructions

TYPE 1



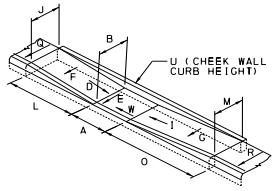
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



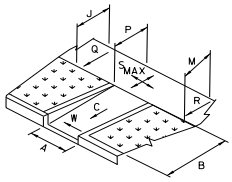
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



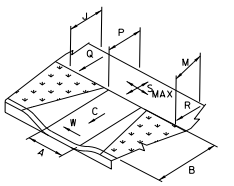
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



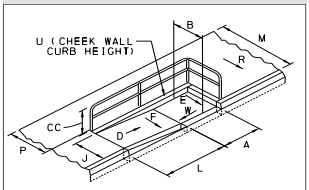
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



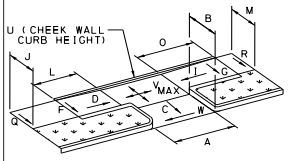
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



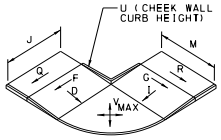
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



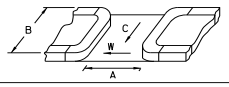
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

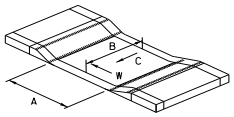


MAX ALG. CHANGE IN GRADE _____ %

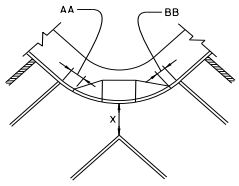
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	132	(IN)
*	C	2.20	(%)
*	D	8.40	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	1.70	(%)
*	J	138	(IN)
	K		(IN)
	L		(IN)
*	M	220	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	3.40	(%)
*	R	2.60	(%)
*	S	1.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.80	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

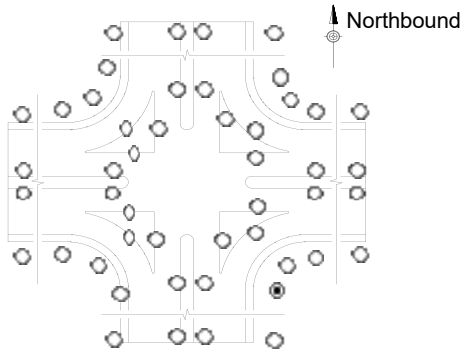
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	02	27	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		2.20	%		
Cross Slope in Front of Ramp (Road Profile)		1.40	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	8.3	%	
Intersection Ramp # of #		6	8		
*Ramp Location (Use Figure Below)			14		
*Curb Ramp Type	Type 1				
*North Leg	24th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	24th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-24thSt-WashingtonAve-24thSt-WashingtonAve-2024-02-27-14-Type1
* Status	Current
Level of Service	Meets RC-67M

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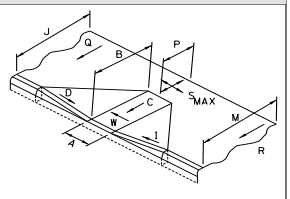
DEPARTMENT OF TRANSPORTATION

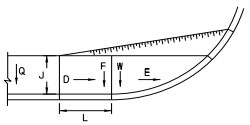
See the last tab of this workbook for instructions

TYPE 1



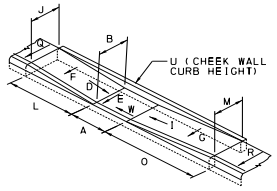
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



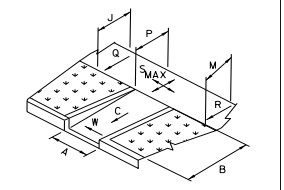
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



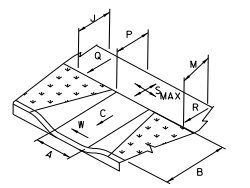
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



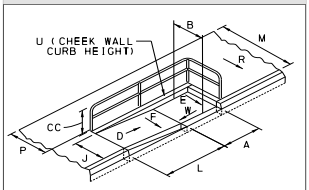
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



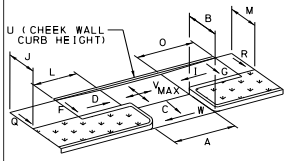
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



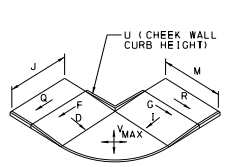
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



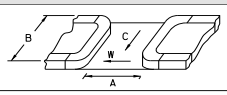
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

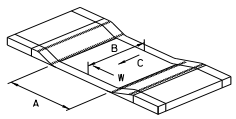


MAX ALG. CHANGE IN GRADE _____ %

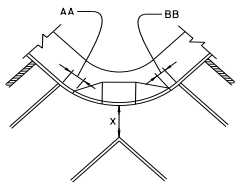
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	74	(IN)
*	C	6.10	(%)
*	D	6.20	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	8.10	(%)
*	J	220	(IN)
	K		(IN)
	L		(IN)
*	M	136	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.20	(%)
*	R	2.60	(%)
*	S	1.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

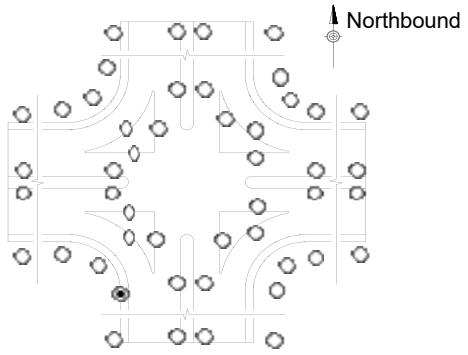
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	02	27	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		1.80	%		
Cross Slope in Front of Ramp (Road Profile)		4.70	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	9.7	%	
Intersection Ramp # of #		7	8		
*Ramp Location (Use Figure Below)			17		
*Curb Ramp Type	Type 1				
*North Leg	24th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	24th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-24thSt-WashingtonAve-24thSt-WashingtonAve-2024-02-27-17-Type1
* Status	Current
Level of Service	Meets RC-67M

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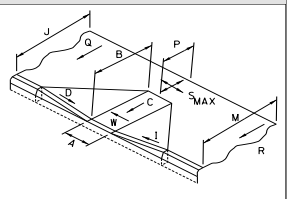
DEPARTMENT OF TRANSPORTATION

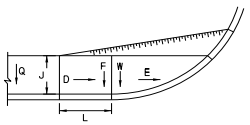
See the last tab of this workbook for instructions

TYPE 1



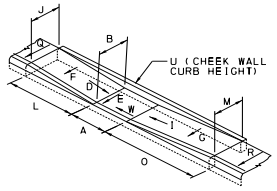
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



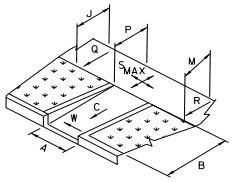
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



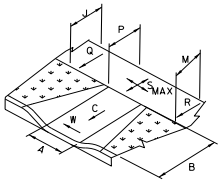
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



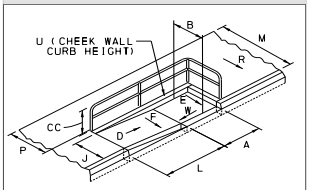
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



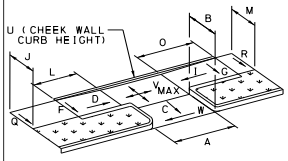
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



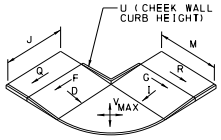
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



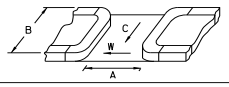
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

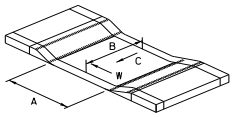


MAX ALG. CHANGE IN GRADE _____ %

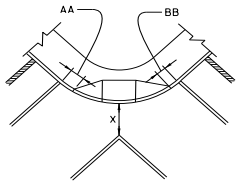
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	67	(IN)
*	C	7.90	(%)
*	D	7.80	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.30	(%)
*	J	135	(IN)
	K		(IN)
	L		(IN)
*	M	232	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	2.80	(%)
*	R	1.80	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.10	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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DEPARTMENT OF TRANSPORTATION

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Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

(03-20)

pennsylvania

Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design deviations and to be completed before construction)

Facility Type

- ☑ Curb Ramp
- ☐ Sidewalk
- ☐ Ped. Push Button
- ☐ Ped. Signal
- ☐ Other

Complete Section Below to ADD Location to Transition Plan ☐ Yes ☐ No

Suggested Repair:	N/A
Approx. Repair Costs	N/A
Actual Repair Costs	N/A
Annual Repair	N/A
Date Repaired	N/A

Justification for Technically Infeasible (check all that apply)

- ☐ Limited Right-of-Way
- ☐ Existing Utilities
- ☐ Structures, Buildings, Vaults
- ☐ Historic Areas
- ☐ Environmental Areas
- ☑ Grade Separations
- ☐ Other 1
- ☐ Other 2
- ☐ Other 3
- ☐ Other 4

General Information

*District:	06
*County:	Philadelphia
*Township/Boro:	Philadelphia City
Project ECMS #	126002

Submitter Information

Submitted By:	Robert Hendricks
Submitter Company:	H3 Engineering Services
Street Address:	[illegible]
City State Zip	[illegible]
Telephone	717-620-[illegible]
*Date Submitted:	August 16, 2022

Project Information

Project Type

- ☑ Resurfacing Project
- ☐ Signal Project
- ☐ Widening Project
- ☐ Reconstruction
- ☐ New Construction (Tech Infeasible normally N/A)
- ☐ Other

Pedestrian Traffic	☑ Yes	☐ No
Pedestrian Trip Generators	☑ Yes	☐ No
Safety Concerns	☐ Yes	☑ No
R9-3A "No Ped" Signs	☐ Yes	☑ No
Existing Crosswalk	☑ Yes	☐ No
Existing Sidewalk	☑ Yes	☐ No
Existing Push Buttons	☐ Yes	☑ No
ADT		

Location Identification

Transition Area

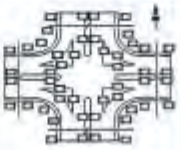
North Street:
*SR North - Segment, Offset

South Street:
*SR South - Segment, Offset

Intersection Axis
*SR East - Segment, Offset

Intersection Axis
*SR West - Segment, Offset

77
Location #



Investigated design alternatives	Why alternative was not selected
1) Type 2 Ramp	Sidewalk/curb issue
2) Type 4A Ramp	Ramp slope, no ample area
3) Shifting the Ramp	No effect

Alternative selected and description of what requirement is not met:

A Type 1 Ramp - The grade separation to the building and roll-up door creates the ramp slope to exceed 8.33% (8.49%). A [illegible] has been provided to allow for a compliant alternate grade.

ADA Review Committee Recommendations

☐ Approved
☐ Denied
ADA Review Committee Chair - Date

ADE of Design Approval Status

☐ Approved
☐ Denied
District ADE of Design - Date

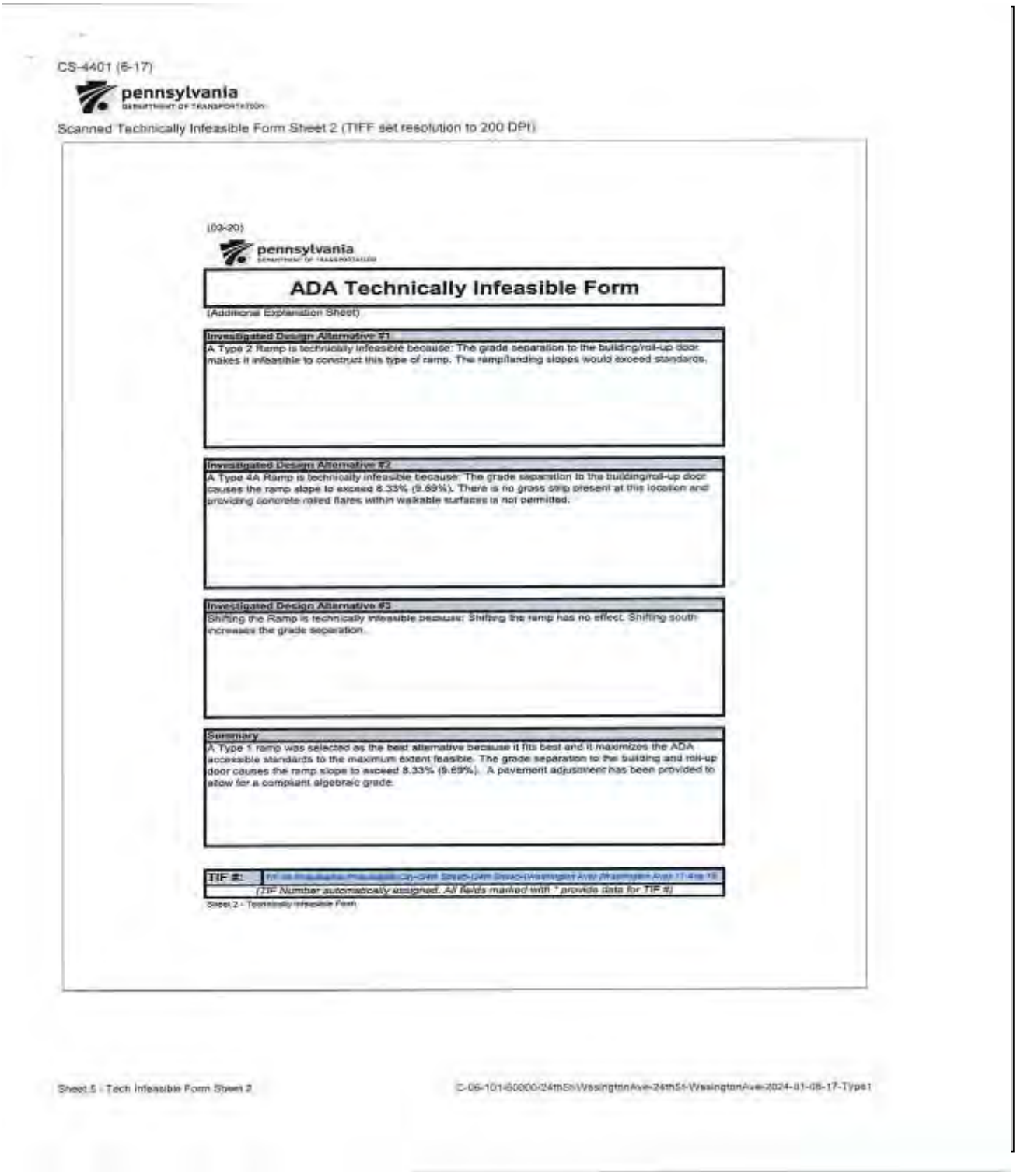
TIP #:

(TIP Number automatically assigned. All fields marked with * require data for TIP #)

(Print with a PDL Driver)

Sheet 4 - Tech Infeasible Form Sheet 1

C-06-101-60000-24thSt-WashingtonAve-24thSt-WashingtonAve-2024-01-05-17-Type1


CS-4401 (6-17)
pennsylvania
Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)
(03-20)
pennsylvania
ADA Technically Infeasible Form
(Additional Explanation Sheet)
Investigated Design Alternative #1
A Type 2 Ramp is technically infeasible because: The grade separation to the building/roll-up door makes it infeasible to construct this type of ramp. The ramp/landing slopes would exceed standards.
Investigated Design Alternative #2
A Type 4A Ramp is technically infeasible because: The grade separation to the building/roll-up door causes the ramp slope to exceed 8.33% (9.69%). There is no grass strip present at this location and providing concrete rolled flares within walkable surfaces is not permitted.
Investigated Design Alternative #3
Shifting the Ramp is technically infeasible because: Shifting the ramp has no effect. Shifting south increases the grade separation.
Summary
A Type 1 ramp was selected as the best alternative because it fits best and it maximizes the ADA accessible standards to the maximum extent feasible. The grade separation to the building and roll-up door causes the ramp slope to exceed 8.33% (9.69%). A pavement adjustment has been provided to allow for a compliant algebraic grade.
TIF #:
(TIF Number automatically assigned. All fields marked with * provide data for TIF #)
Sheet 2 - Technically Infeasible Form
Sheet 5 - Tech Infeasible Form Sheet 2
C-06-101-60000-24thSt-WashingtonAve-24thSt-WashingtonAve-2024-02-27-17-Type1

CS-4401 (6-17)

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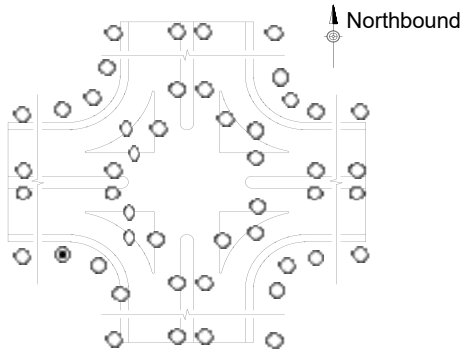
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	02	27	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		3.10	%		
Cross Slope in Front of Ramp (Road Profile)		0.20	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	5.0	%	
Intersection Ramp # of #		8	8		
*Ramp Location (Use Figure Below)			19		
*Curb Ramp Type	Type 1				
*North Leg	24th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	24th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-24thSt-WashingtonAve-24thSt-WashingtonAve-2024-02-27-19-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

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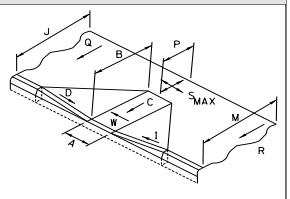
DEPARTMENT OF TRANSPORTATION

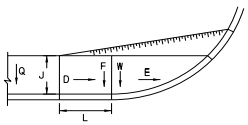
See the last tab of this workbook for instructions

TYPE 1



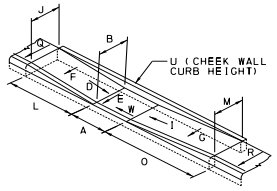
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



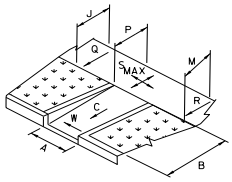
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



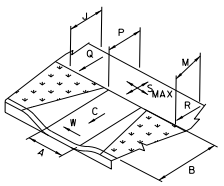
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



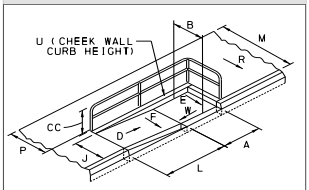
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



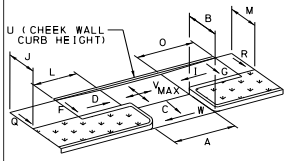
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



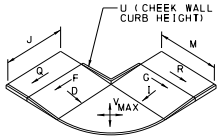
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



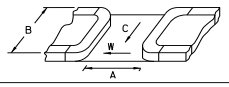
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

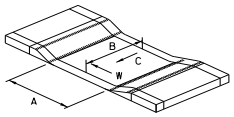


MAX ALG. CHANGE IN GRADE _____ %

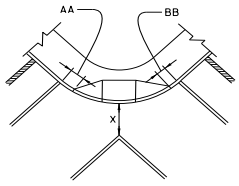
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	127	(IN)
*	C	1.90	(%)
*	D	9.30	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.70	(%)
*	J	135	(IN)
	K		(IN)
	L		(IN)
*	M	232	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	2.80	(%)
*	R	1.80	(%)
*	S	1.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

(03-20)

pennsylvania

Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Facility Type

- ☒ Curb Ramp
- ☐ Sidewalk
- ☐ Ped. Push Button
- ☐ Ped. Signal
- ☐ Other

Complete Section Below to ADD Location to Transition Plan

*Add Location to Transition Plan ☐ Yes ☐ No

Suggested Repair	N/A
Approx. Repair Costs	N/A
Actual Repair Costs	N/A
Actual Repair	N/A
Date Required	N/A

Justification for Technically Infeasible

check all that apply

- ☐ Limited Right-of-Way
- ☐ Existing Utilities
- ☒ Structures, Buildings, Vaults
- ☐ Historic Areas
- ☐ Environmental Areas
- ☒ Grade Separations
- ☐ Other 1
- ☐ Other 2
- ☐ Other 3
- ☐ Other 4

General Information

*District: 06
*County: Philadelphia
*Township/Boro: Philadelphia City
Project BCMS # 109092

Submitter Information

Submitted By: Robert Hendricks
Submitter Company: H3 Engineering Services
Street Address: [illegible]
City State Zip: [illegible]
Telephone: [illegible]
*Date Submitted: August 16, 2022

Project Information

Project Type

- ☒ Resurfacing Project
- ☐ Signal Project
- ☐ Widening Project
- ☐ Reconstruction
- ☐ New Construction (Tech Infeasible normally N/A)
- ☐ Other

Pedestrian Traffic	☒ Yes	☐ No
Pedestrian Trip Generation	☒ Yes	☐ No
Safety Concerns	☐ Yes	☒ No
Rt 3A "No Parks" Signs	☐ Yes	☒ No
Existing Crosswalk	☒ Yes	☐ No
Existing Sidewalk	☒ Yes	☐ No
Existing Push Buttons	☐ Yes	☒ No
ADT		

Location Identification

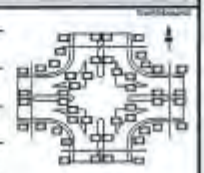
24th Street
*SR North - Segment Offset

24th Street
*SR South - Segment Offset

Washington Ave
*SR East - Segment Offset

Washington Ave
*SR West - Segment Offset

17
Location #



Inspection design alternatives	Why alternative was not selected
1.) Type 2 Ramp	Ramp/landing chase
2.) Type 4A Ramp	Ramp chase, no entire slope
3.) Shifting the Ramp	No effect

Alternative selected and description of what requirement is not met

A Type 1 Ramp - The grade separation to the building and roll-up door causes the ramp slope to exceed 8.33% (8.67%). A pavement adjustment has been provided to allow for a compliant algebraic grade.

ADA Review Committee Recommendation	ADE of Design Approval Status
☐ Approved	☐ Approved
☐ Denied — ADA Review Committee Chair - Date	☐ Denied — District ADE of Design - Date

TIF #: [illegible]

(TIF Number automatically assigned. All fields marked with * provide data for TIF #)

Sheet 1 - Technically Infeasible Form

(Print with a PCL Driver)

Sheet 4 - Tech Infeasible Form Sheet 1

C-06-101-60000-24thSt-WashingtonAve-24thSt-WashingtonAve-2024-02-27-19-Type1

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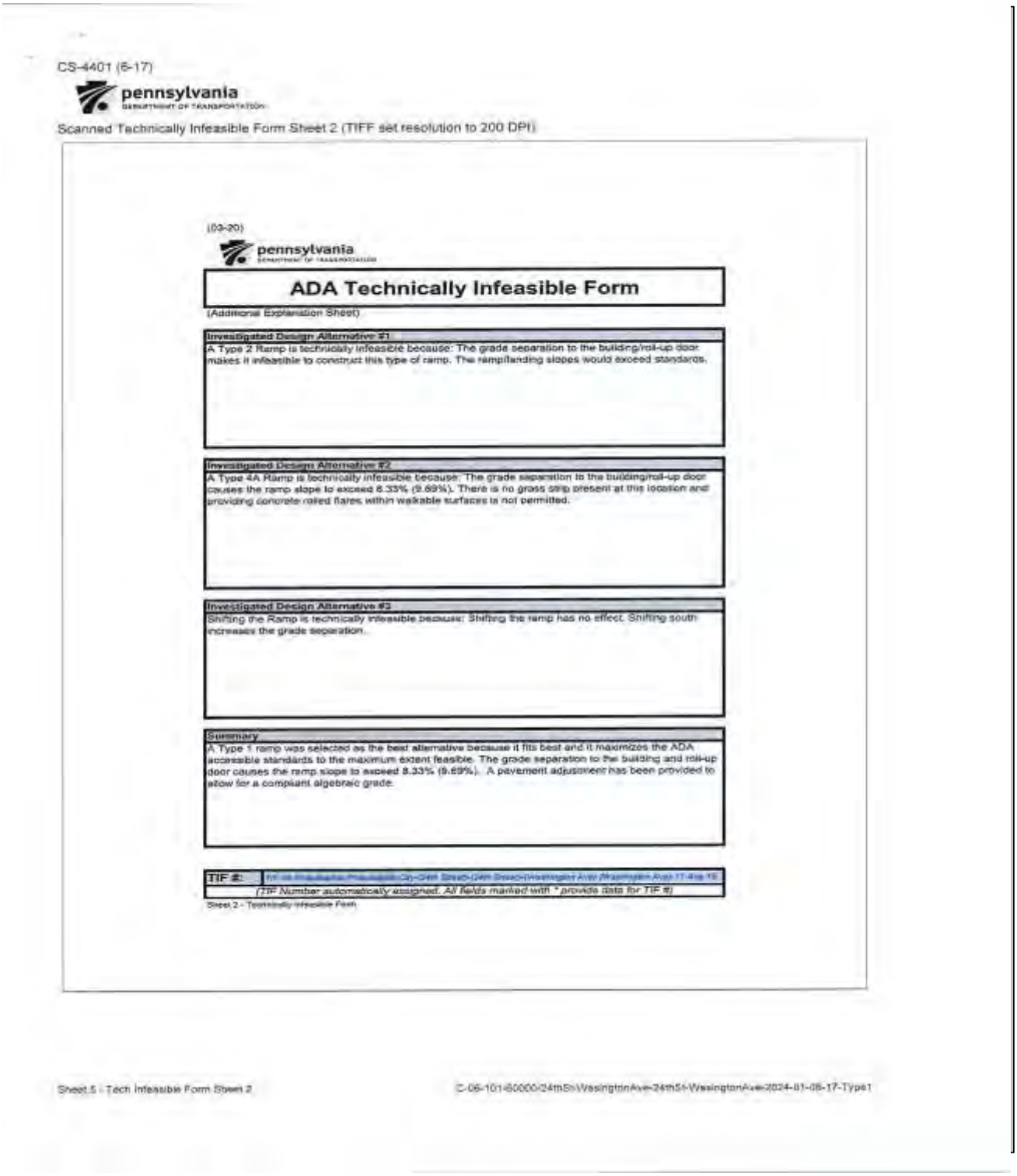
DEPARTMENT OF TRANSPORTATION

Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)

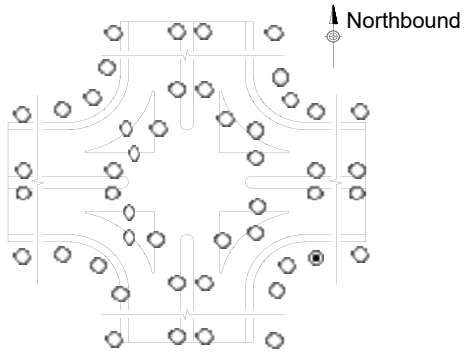


CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	02	27	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		4.30	%		
Cross Slope in Front of Ramp (Road Profile)		1.30	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	9.5	%	
Intersection Ramp # of #		1	4		
*Ramp Location (Use Figure Below)			12		
*Curb Ramp Type	Type 1				
*North Leg	25th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	25th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



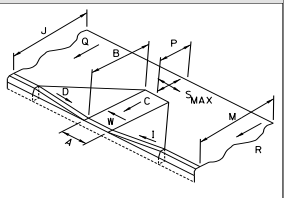
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-25thSt-WashingtonAve-25thSt-WashingtonAve-2024-02-27-12-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

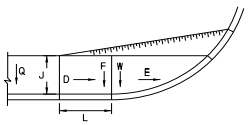
See the last tab of this workbook for instructions

TYPE 1



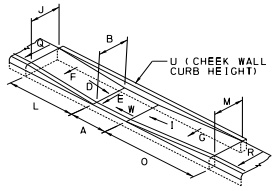
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



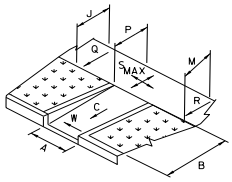
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



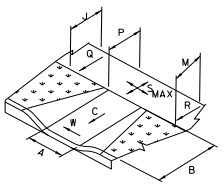
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



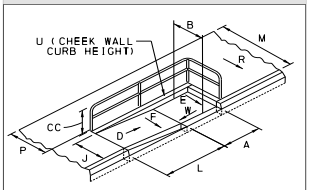
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



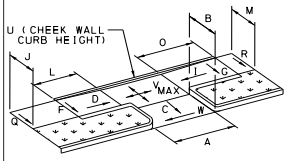
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



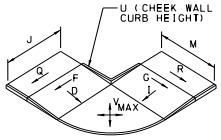
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



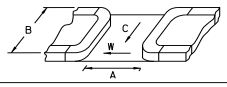
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

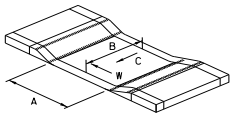


MAX ALG. CHANGE IN GRADE _____ %

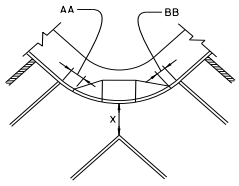
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	148	(IN)
*	C	5.20	(%)
*	D	5.30	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.40	(%)
*	J	226	(IN)
	K		(IN)
	L		(IN)
*	M	132	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.20	(%)
*	R	5.90	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.50	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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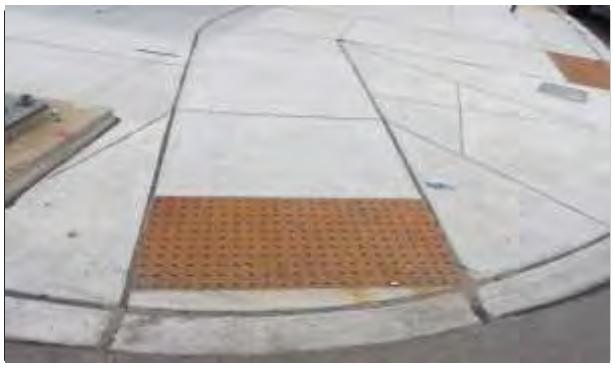
See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

(03-20)

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Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Facility Type

- ☒ Curb Ramp
- ☐ Sidewalk
- ☐ Ped. Push Button
- ☐ Ped. Signal
- ☐ Other

Complete Section Below to ADD Location to Transition Plan

*Add Location to Transition Plan ☐ Yes ☐ No

Suggested Repair	N/A
Approx. Repair Costs	N/A
Actual Repair Costs	N/A
Actual Repair	N/A
Date Required	N/A

Justification for Technically Infeasible

check all that apply

- ☐ Limited Right-of-Way
- ☐ Existing Utilities
- ☒ Structures, Buildings, Vaults
- ☐ Historic Areas
- ☐ Environmental Areas
- ☒ Grade Separations
- ☐ Other 1
- ☐ Other 2
- ☐ Other 3
- ☐ Other 4

General Information

*District: 06
*County: Philadelphia
*Township/Boro: Philadelphia City
Project BCMS # 109092

Submitter Information

Submitted By: Robert Hendricks
Submitter Company: H3 Engineering Services
Street Address: [illegible]
City State Zip: [illegible]
Telephone: [illegible]
*Date Submitted: August 16, 2022

Project Information

Project Type

- ☒ Resurfacing Project
- ☐ Signal Project
- ☐ Widening Project
- ☐ Reconstruction
- ☐ New Construction (Tech Infeasible normally N/A)
- ☐ Other

Pedestrian Traffic	☒ Yes	☐ No
Pedestrian Trip Generation	☒ Yes	☐ No
Safety Concerns	☐ Yes	☒ No
Rt 3A "No Parks" Signs	☐ Yes	☒ No
Existing Crosswalk	☒ Yes	☐ No
Existing Sidewalk	☒ Yes	☐ No
Existing Push Buttons	☐ Yes	☒ No
ADT		

Location Identification

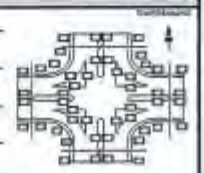
24th Street
*SR North - Segment Offset

24th Street
*SR South - Segment Offset

Washington Ave
*SR East - Segment Offset

Washington Ave
*SR West - Segment Offset

17
Location #



Inspection design alternatives	Why alternative was not selected
1.) Type 2 Ramp	Ramp/landing close
2.) Type 4A Ramp	Ramp close, no snow slide
3.) Shifting the Ramp	No effect

Alternative selected and description of what requirement is not met

A Type 1 Ramp - The grade separation to the building and roll-up door causes the ramp slope to exceed 8.33% (8.67%). A pavement adjustment has been provided to allow for a compliant algebraic grade.

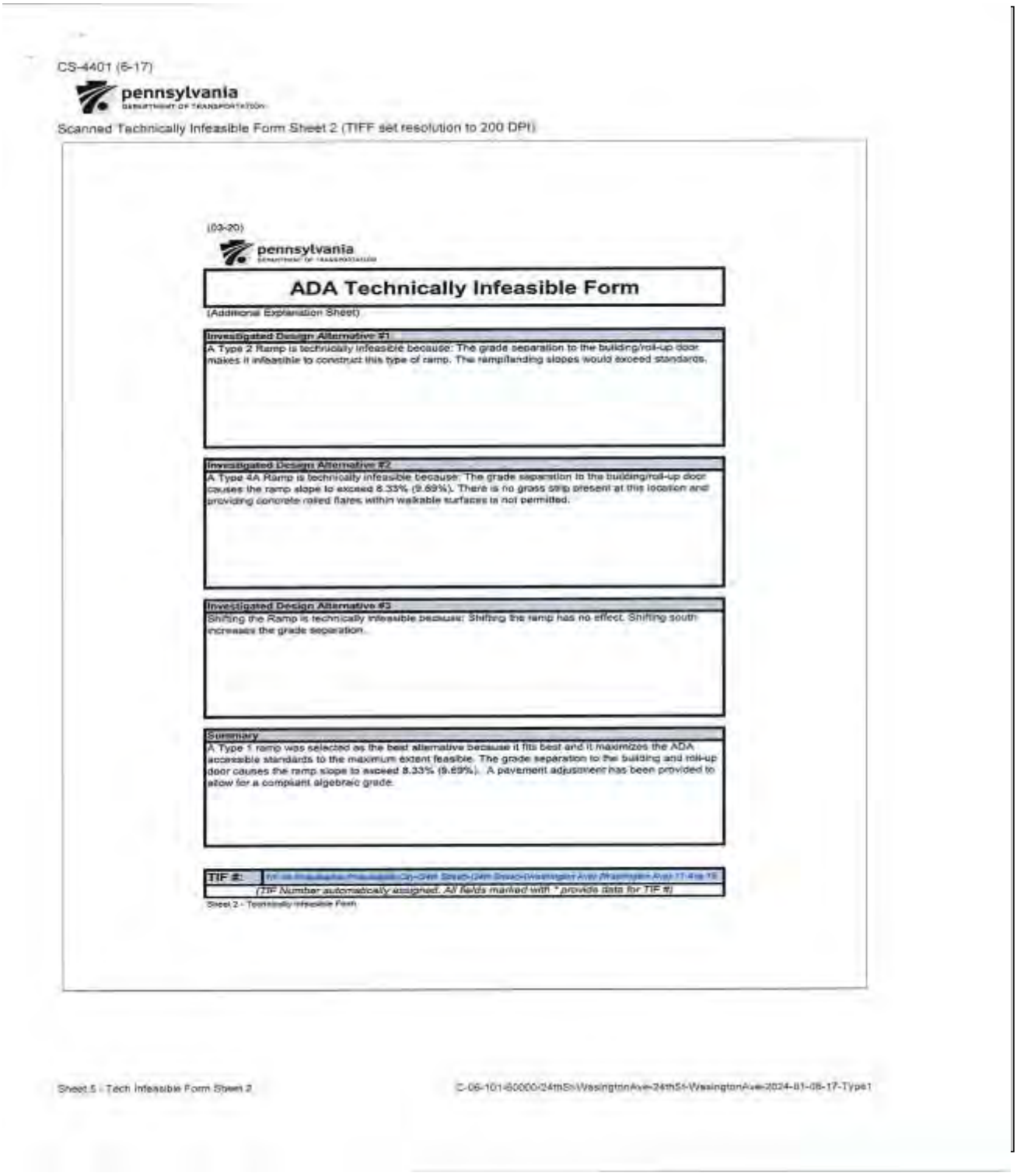
ADA Review Committee Recommendation	ADE of Design Approval Status
☐ Approved	☐ Approved
☐ Denied — ADA Review Committee Chair - Date	☐ Denied — District ADE of Design - Date

TIF #: [illegible]

(TIF Number automatically assigned. All fields marked with * provide data for TIF #)

Sheet 1 - Technically Infeasible Form

(Print unit is PCL Driver)


CS-4401 (6-17)
pennsylvania
Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)
(03-20)
pennsylvania
ADA Technically Infeasible Form
(Additional Explanation Sheet)
Investigated Design Alternative #1
A Type 2 Ramp is technically infeasible because: The grade separation to the building/roll-up door makes it infeasible to construct this type of ramp. The ramp/landing slopes would exceed standards.
Investigated Design Alternative #2
A Type 4A Ramp is technically infeasible because: The grade separation to the building/roll-up door causes the ramp slope to exceed 8.33% (9.69%). There is no grass strip present at this location and providing concrete rolled flares within walkable surfaces is not permitted.
Investigated Design Alternative #3
Shifting the Ramp is technically infeasible because: Shifting the ramp has no effect. Shifting south increases the grade separation.
Summary
A Type 1 ramp was selected as the best alternative because it fits best and it maximizes the ADA accessible standards to the maximum extent feasible. The grade separation to the building and roll-up door causes the ramp slope to exceed 8.33% (9.69%). A pavement adjustment has been provided to allow for a compliant algebraic grade.
TIF #:
(TIF Number automatically assigned. All fields marked with * provide data for TIF #)
Sheet 2 - Technically Infeasible Form
Sheet 5 - Tech Infeasible Form Sheet 2
C-06-101-60000-25thSt-WashingtonAve-25thSt-WashingtonAve-2024-02-27-12-Type1

CS-4401 (6-17)

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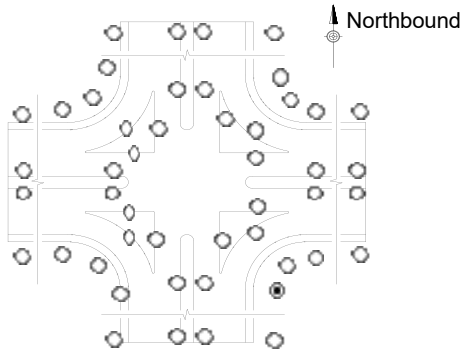
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	02	27	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		0.30	%		
Cross Slope in Front of Ramp (Road Profile)		1.10	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	8.4	%	
Intersection Ramp # of #		2	4		
*Ramp Location (Use Figure Below)			14		
*Curb Ramp Type	Type 1				
*North Leg	25th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	25th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-25thSt-WashingtonAve-25thSt-WashingtonAve-2024-02-27-14-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

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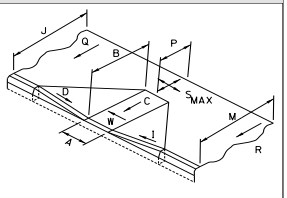
DEPARTMENT OF TRANSPORTATION

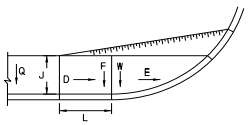
See the last tab of this workbook for instructions

TYPE 1



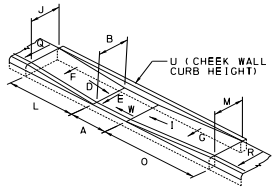
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



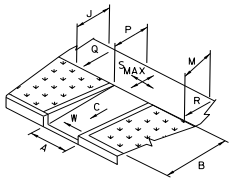
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



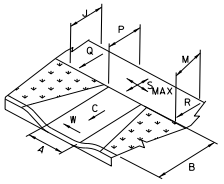
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



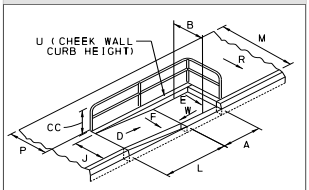
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



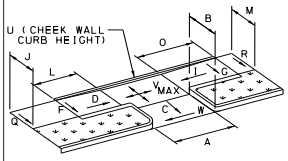
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



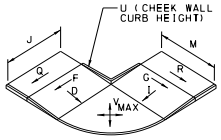
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



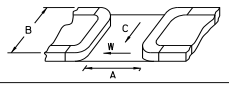
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

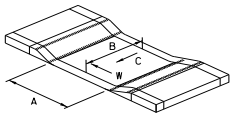


MAX ALG. CHANGE IN GRADE _____ %

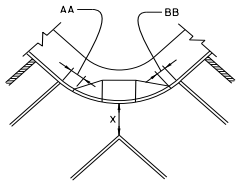
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	107	(IN)
*	C	8.10	(%)
*	D	9.90	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	5.40	(%)
*	J	226	(IN)
	K		(IN)
	L		(IN)
*	M	132	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.20	(%)
*	R	5.90	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.40	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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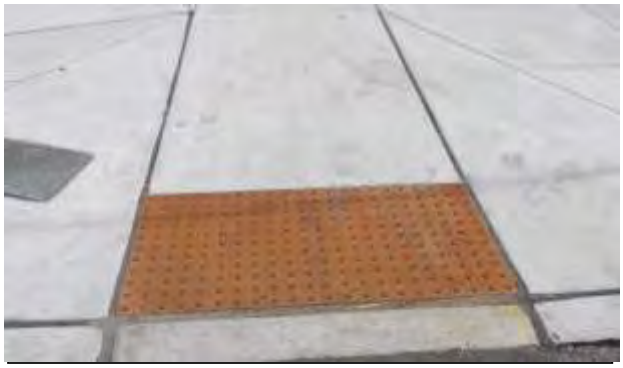
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

(03-20)

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Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Facility Type

- ☒ Curb Ramp
- ☐ Sidewalk
- ☐ Ped. Push Button
- ☐ Ped. Signal
- ☐ Other

Complete Section Below to ADD Location to Transition Plan

*Add Location to Transition Plan ☐ Yes ☐ No

Suggested Repair	N/A
Approx. Repair Costs	N/A
Actual Repair Costs	N/A
Actual Repair	N/A
Date Required	N/A

Justification for Technically Infeasible

check all that apply

- ☐ Limited Right-of-Way
- ☐ Existing Utilities
- ☒ Structures, Buildings, Vaults
- ☐ Historic Areas
- ☐ Environmental Areas
- ☒ Grade Separations
- ☐ Other 1
- ☐ Other 2
- ☐ Other 3
- ☐ Other 4

General Information

*District: 06
*County: Philadelphia
*Township/Boro: Philadelphia City
Project BCMS # 109092

Submitter Information

Submitted By: Robert Hendricks
Submitter Company: H3 Engineering Services
Street Address: [illegible]
City State Zip: [illegible]
Telephone: [illegible]
*Date Submitted: August 16, 2022

Project Information

Project Type

- ☒ Resurfacing Project
- ☐ Signal Project
- ☐ Widening Project
- ☐ Reconstruction
- ☐ New Construction (Tech Infeasible normally N/A)
- ☐ Other

Pedestrian Traffic	☒ Yes	☐ No
Pedestrian Trip Generation	☒ Yes	☐ No
Safety Concerns	☐ Yes	☒ No
Rt 3A "No Parks" Signs	☐ Yes	☒ No
Existing Crosswalk	☒ Yes	☐ No
Existing Sidewalk	☒ Yes	☐ No
Existing Push Buttons	☐ Yes	☒ No
ADT		

Location Identification

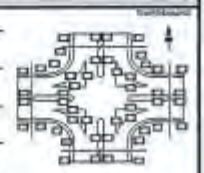
24th Street
*24th North - Segment Offset

24th Street
*24th South - Segment Offset

Washington Ave
*5th East - Segment Offset

Washington Ave
*5th West - Segment Offset

17
Location #



Inspection design alternatives	Why alternative was not selected
1.) Type 2 Ramp	Ramp/landing shape
2.) Type AA Ramp	Ramp shape, no space slope
3.) Shifting the Ramp	No effect

Alternative selected and description of what requirement is not met

A Type 1 Ramp - The grade separation to the building and rail-up door causes the ramp slope to exceed 8.33% (8.67%). A pavement adjustment has been provided to allow for a compliant algebraic grade.

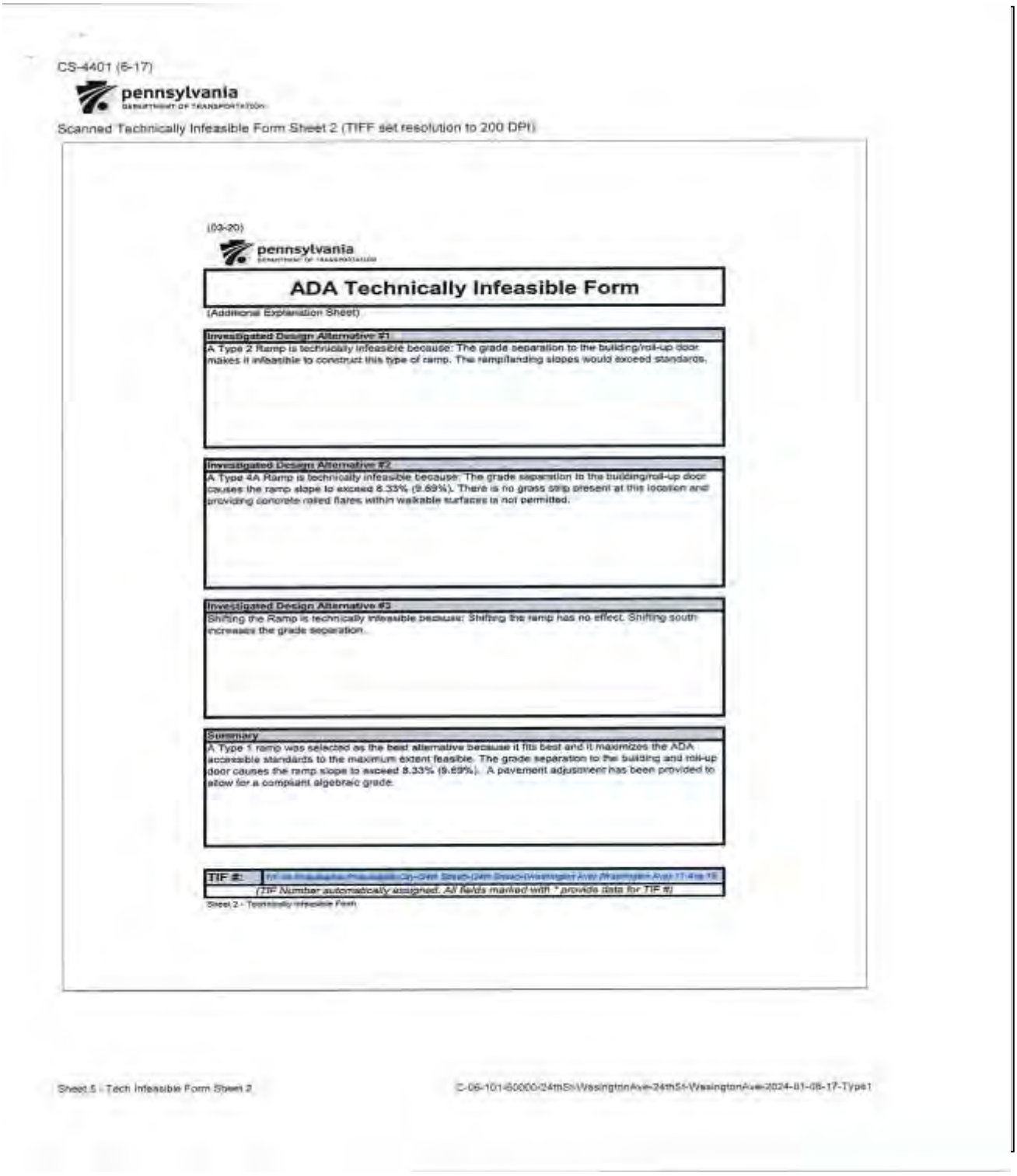
ADA Review Committee Recommendation	ADE of Design Approval Status
☐ Approved	☐ Approved
☐ Denied — ADA Review Committee Chair - Date	☐ Denied — District ADE of Design - Date

TIF #: [illegible]

(TIF Number automatically assigned. All fields marked with * provide data for TIF #)

Sheet 1 - Technically Infeasible Form

(Print with a PCL Driver)


CS-4401 (6-17)
pennsylvania
Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)
(03-20)
pennsylvania
ADA Technically Infeasible Form
(Additional Explanation Sheet)
Investigated Design Alternative #1
A Type 2 Ramp is technically infeasible because: The grade separation to the building/roll-up door makes it infeasible to construct this type of ramp. The ramp/landing slopes would exceed standards.
Investigated Design Alternative #2
A Type 4A Ramp is technically infeasible because: The grade separation to the building/roll-up door causes the ramp slope to exceed 8.33% (9.69%). There is no grass strip present at this location and providing concrete rolled flares within walkable surfaces is not permitted.
Investigated Design Alternative #3
Shifting the Ramp is technically infeasible because: Shifting the ramp has no effect. Shifting south increases the grade separation.
Summary
A Type 1 ramp was selected as the best alternative because it fits best and it maximizes the ADA accessible standards to the maximum extent feasible. The grade separation to the building and roll-up door causes the ramp slope to exceed 8.33% (9.69%). A pavement adjustment has been provided to allow for a compliant algebraic grade.
TIF #:
(TIF Number automatically assigned. All fields marked with * provide data for TIF #)
Sheet 2 - Technically Infeasible Form
Sheet 5 - Tech Infeasible Form Sheet 2
C-06-101-60000-24thSt-WashingtonAve-24thSt-WashingtonAve-2024-01-08-17-Type1

CS-4401 (6-17)

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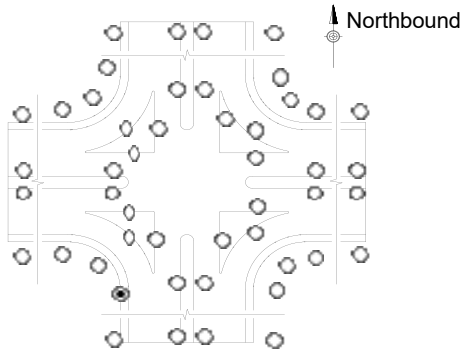
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	02	27	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		2.30	%		
Cross Slope in Front of Ramp (Road Profile)		0.30	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	9.0	%	
Intersection Ramp # of #		3	4		
*Ramp Location (Use Figure Below)			17		
*Curb Ramp Type	Type 1				
*North Leg	25th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	25th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



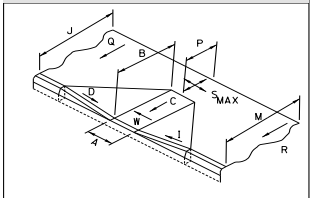
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-25thSt-WashingtonAve-25thSt-WashingtonAve-2024-02-27-17-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

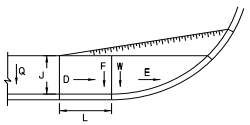
See the last tab of this workbook for instructions

TYPE 1



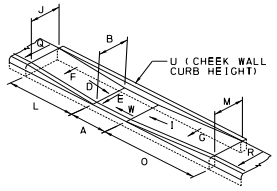
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



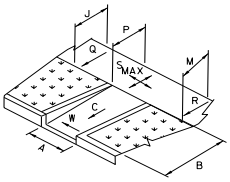
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



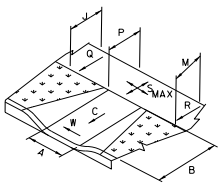
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



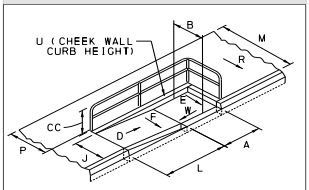
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



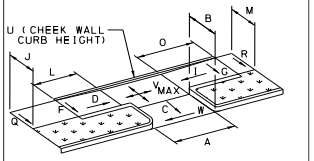
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



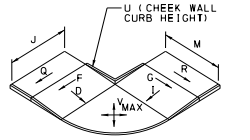
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



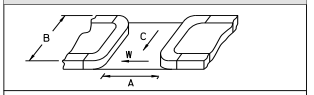
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

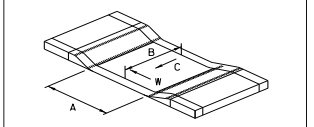


MAX ALG. CHANGE IN GRADE _____ %

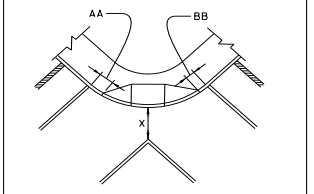
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	59	(IN)
*	C	6.70	(%)
*	D	5.40	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	8.60	(%)
*	J	96	(IN)
	K		(IN)
	L		(IN)
*	M	171	(IN)
	N		(IN)
	O		(IN)
*	P	52	(IN)
*	Q	3.50	(%)
*	R	0.30	(%)
*	S	0.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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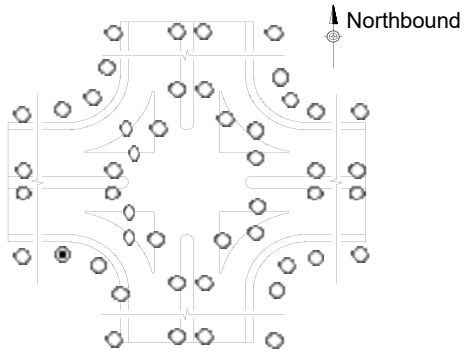
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	02	27	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		2.30	%		
Cross Slope in Front of Ramp (Road Profile)		0.30	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	5.1	%	
Intersection Ramp # of #		4	4		
*Ramp Location (Use Figure Below)			19		
*Curb Ramp Type		Type 1			
*North Leg	25th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	25th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



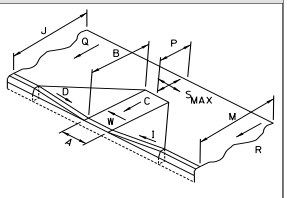
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-25thSt-WashingtonAve-25thSt-WashingtonAve-2024-02-27-19-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

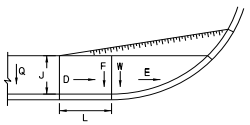
See the last tab of this workbook for instructions

TYPE 1



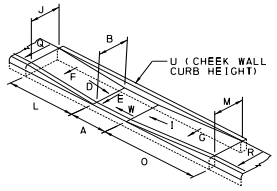
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



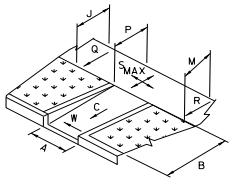
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



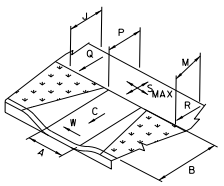
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



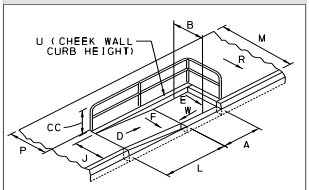
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



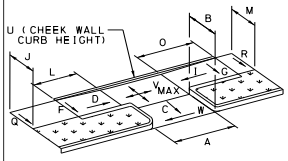
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



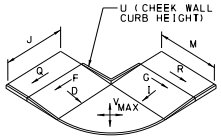
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



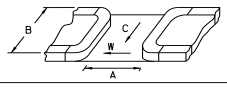
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

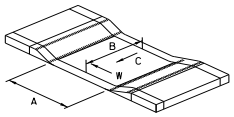


MAX ALG. CHANGE IN GRADE _____ %

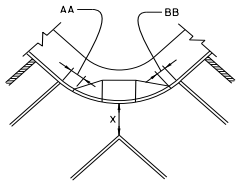
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

		"0.00" inches or %	
*	A	48	(IN)
*	B	86	(IN)
*	C	2.80	(%)
*	D	6.10	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	7.00	(%)
*	J	96	(IN)
	K		(IN)
	L		(IN)
*	M	171	(IN)
	N		(IN)
	O		(IN)
*	P	52	(IN)
*	Q	3.50	(%)
*	R	0.30	(%)
*	S	0.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.20	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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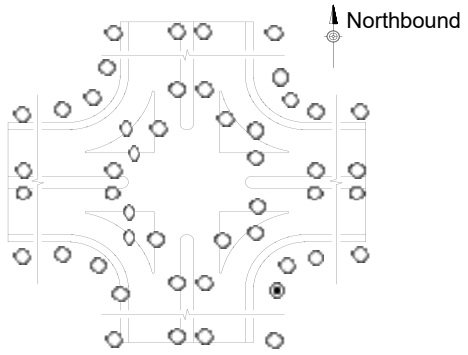
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	02	27	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		3.30	%		
Cross Slope in Front of Ramp (Road Profile)		1.40	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	8.8	%	
Intersection Ramp # of #		1	2		
*Ramp Location (Use Figure Below)			14		
*Curb Ramp Type	Type 1				
*North Leg	26th	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	26th	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-26thSt-WashingtonAve-26thSt-WashingtonAve-2024-02-27-14-Type1
* Status	Current
Level of Service	Meets RC-67M

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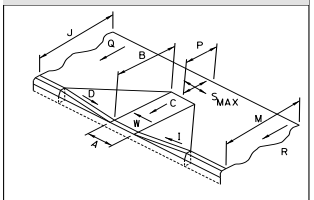
DEPARTMENT OF TRANSPORTATION

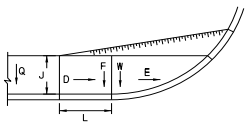
See the last tab of this workbook for instructions

TYPE 1



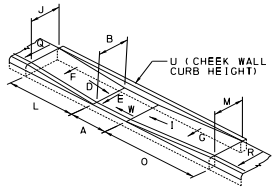
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



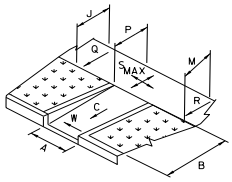
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



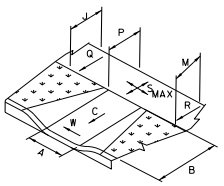
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



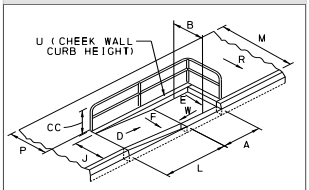
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



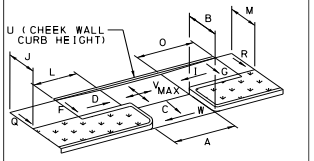
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



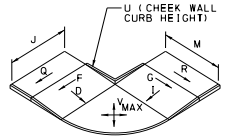
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



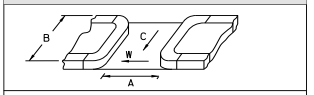
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

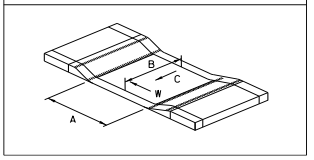


MAX ALG. CHANGE IN GRADE _____ %

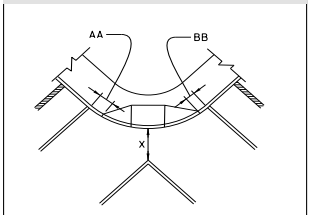
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	54	(IN)
*	C	5.50	(%)
*	D	-999.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	8.30	(%)
*	J	90	(IN)
	K		(IN)
	L		(IN)
*	M	144	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	2.00	(%)
*	R	0.60	(%)
*	S	1.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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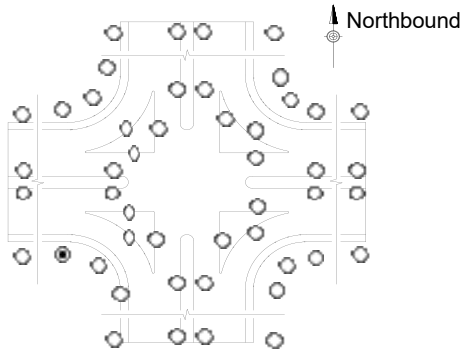
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	04	15		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	No				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	1.10	%			
Cross Slope in Front of Ramp (Road Profile)	0.60	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 108092	Alg Δ Grade	9.1	%		
Intersection Ramp # of #	1	2			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg		(segment)	(offset)		
*North Leg Desc.					
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	Alder	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-WashingtonAve-AlderSt-WashingtonAve-2024-04-15-14-Type1
* Status	Current
Level of Service	Meets RC-67M

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DEPARTMENT OF TRANSPORTATION

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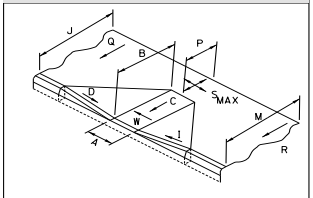
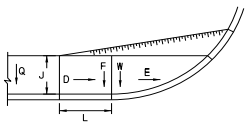
TYPE 1



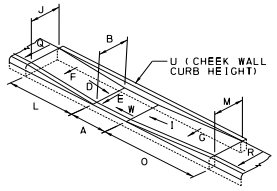
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



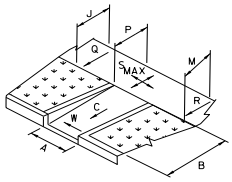
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



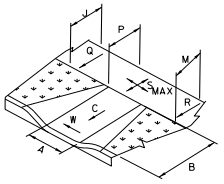
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



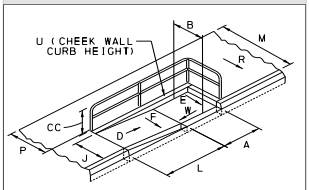
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



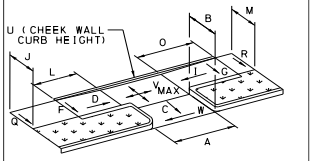
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



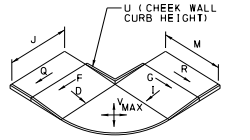
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



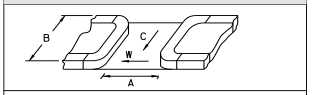
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

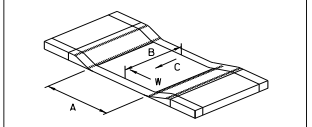


MAX ALG. CHANGE IN GRADE _____ %

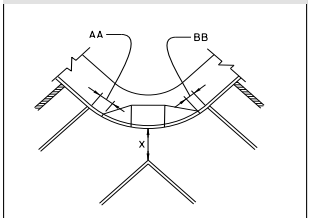
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	60	(IN)
*	C	8.00	(%)
*	D	9.60	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.50	(%)
*	J	157	(IN)
	K		(IN)
	L		(IN)
*	M	109	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	3.10	(%)
*	R	6.50	(%)
*	S	1.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.30	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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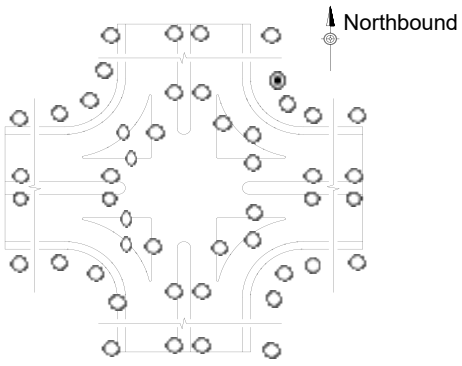
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	02	28		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	Yes				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	0.50	%			
Cross Slope in Front of Ramp (Road Profile)	1.00	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 108092	Alg Δ Grade	12.2	%		
Intersection Ramp # of #	1	1			
*Ramp Location (Use Figure Below)	07				
*Curb Ramp Type	Type 1				
*North Leg	Bouvier	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg		(segment)	(offset)		
*South Leg Desc.					
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-BouvierSt-WashingtonAve-WashingtonAve-2024-02-28-7-Type1
* Status	Current
Level of Service	Ex - Provides Max Access

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DEPARTMENT OF TRANSPORTATION

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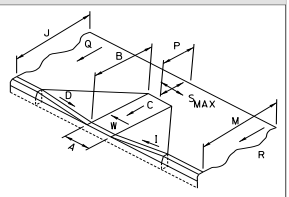
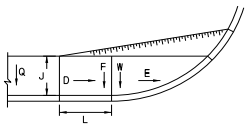
TYPE 1



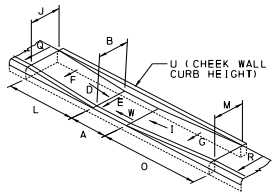
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 1A



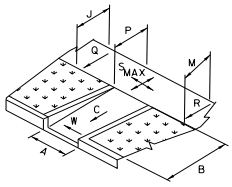
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



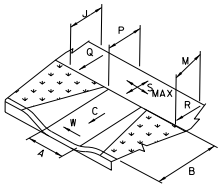
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



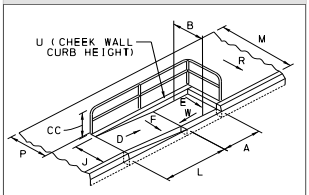
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

TYPE 4A



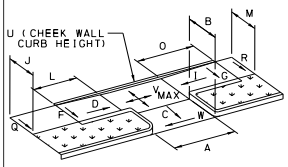
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 5



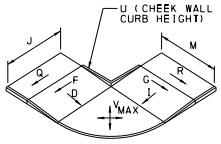
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



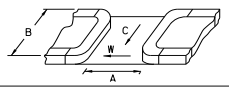
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

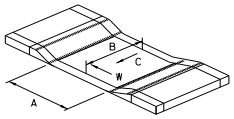


MAX ALG. CHANGE IN GRADE _____ %

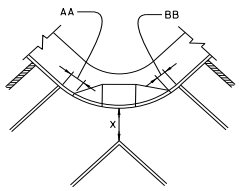
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	28	(IN)
*	C	11.70	(%)
*	D	9.40	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.10	(%)
*	J	86	(IN)
	K		(IN)
	L		(IN)
*	M	86	(IN)
	N		(IN)
	O		(IN)
*	P	51	(IN)
*	Q	7.10	(%)
*	R	3.30	(%)
*	S	4.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

CS-4401 (6-17)

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Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

(23)

(03-20)

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Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Facility Type	Complete Section Below to ADD Location to Transition Plan
◉ Curb Ramp	*Add Location to Transition Plan ☐ Yes ☐ No
☐ Sidewalk	Suggested Repair N/A
☐ Ped. Push Button	Approx. Repair Costs N/A
☐ Ped. Signal	Actual Repair Costs N/A
☐ Other	Actual Repair N/A
	Date Repaired N/A

Justification for Technically Infeasible	General Information
(check all that apply)	*District: 06
☐ Limited Right-of-Way	*County: Philadelphia
☑ Existing Utilities	*Township/Boro: Philadelphia City
☑ Structure, Buildings, Vaults	Project ECMS #: 108092
☐ Historic Areas	
☐ Environmental Areas	
☑ Grade Separations	
☐ Other 1	
☐ Other 2	
☐ Other 3	
☐ Other 4	

Project Information	Submitter Information
Project Type:	Submitted By: Robert Hendricks
☑ Resurfacing Project	Submitter Company: H2 Engineering Services
☐ Signal Project	Street Address: [redacted]
☐ Widening Project	City State Zip: [redacted]
☐ Reconstruction	Telephone: [redacted]
☐ New Construction (Term infeasible normally N/A)	*Date Submitted: November 14, 2022
☐ Other	

Pedestrian Traffic	◉ Yes	☐ No
Pedestrian Trip Generators	◉ Yes	☐ No
Safety Concerns	☐ Yes	◉ No
R9-3A "No Peds" Sign	☐ Yes	◉ No
Existing Crosswalk	◉ Yes	☐ No
Existing Sidewalk	◉ Yes	☐ No
Existing Push Buttons	☐ Yes	◉ No
ADT		

Location Identification

Northbound

Bouvier St

*SR North - Segment, Offset

SR South - Segment, Offset

Washington Ave

*SR East - Segment, Offset

Washington Ave

*SR West - Segment Offset

or

Location #

Investigated design alternatives	Why alternative was not selected
1.) Type 2 Ramp	Running/cross slopes, s/walk slope
2.) Shifting the Ramp	No inlets on grade separation, increases cross angle
3.) Rotating the Ramp	Increases ramp slope

Alternative selected and description of what requirement is not met

A Type 1 Ramp - The grade separation to the building causes the ramp slope to exceed 8.33% (11.81%) and the landing slope to exceed 2% (6.80%). A pavement adjustment has been provided to allow for a compliant alignment grade.

ADA Review Committee Recommendation	ADE of Design Approval Status
☐ Approved ☐ Denied ADA Review Committee Chair - Date	☐ Approved ☐ Denied District ADE of Design - Date

TIF #: [redacted]

(TIF Number automatically assigned. All fields marked with * provide data for TIF #)

Sheet 1 - Technically Infeasible Form

(Print with a PEL Driver)

Sheet 4 - Tech Infeasible Form Sheet 1

C-06-101-60000-WashingtonAve-BouvierSt-WashingtonAve-2024-01-09-7-Type1

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Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

A Type 2 Ramp is technically infeasible because: The grade separation to the building makes it infeasible to construct this type of ramp. The ramp/landing slopes would exceed standards. The sidewalk slope from the existing inlet would exceed 8.33%.

Investigated Design Alternative #2

Shifting the Ramp is technically infeasible because: Shifting the ramp in either direction has no effect on the grade separation to the building. Shifting the ramp up Bouvier Street causes the flare slope to exceed 10%. Shifting the ramp toward Washington Avenue increases the ramp skew angle to more than 45 degrees and would require a 4' turning area within the roadway.

Investigated Design Alternative #3

Rotating the Ramp is technically infeasible because: Rotating the ramp creates a triangle area in front of the DWS which shortens the ramp length and increases the non-compliant ramp slope and causes the algebraic grade to exceed 13.33%.

Summary

A Type 1 ramp was selected as the best alternative because it fits well and it maximizes the ADA accessible standards to the maximum extent feasible. The grade separation to the building causes the ramp slope to exceed 8.33% (11.81%) and the landing slope to exceed 2% (5.00%). A pavement adjustment has been provided to allow for a compliant algebraic grade. This design provides access to the maximum extent feasible.

TIF #: [illegible]

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

Sheet 5 - Technically Infeasible Form

Sheet 5 - Tech Infeasible Form Sheet 2 C-06-101-60000-WashingtonAve-BouvierSt-WashingtonAve-2024-01-09-7-Type1

CS-4401 (6-17)

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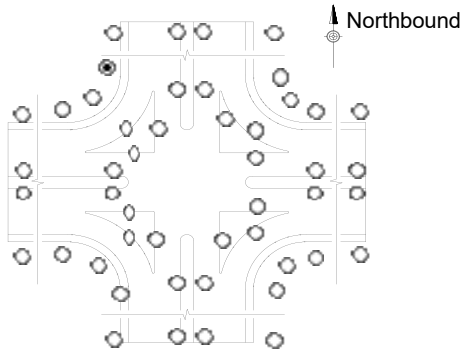
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	02	28	
Field Investigators 1	Donald Slipp			
Field Investigators 2	Marykate Stine			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Local Road			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Cast Iron			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	1.80	%		
Cross Slope in Front of Ramp (Road Profile)	1.00	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS # 108092	Alg Δ Grade	9.4	%	
Intersection Ramp # of #	1	2		
*Ramp Location (Use Figure Below)		04		
*Curb Ramp Type	Type 1			
*North Leg	Chadwick	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Washington	(segment)	(offset)	
*East Leg Desc.	Ave			
*South Leg		(segment)	(offset)	
*South Leg Desc.				
*West Leg	Washington	(segment)	(offset)	
*West Leg Desc.	Ave			



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-ChadwickSt-WashingtonAve-WashingtonAve-2024-02-28-4-Type1
* Status	Current
Level of Service	Meets RC-67M

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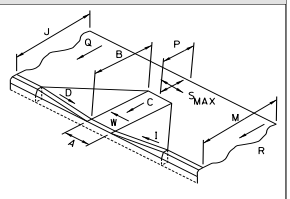
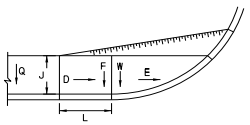
TYPE 1



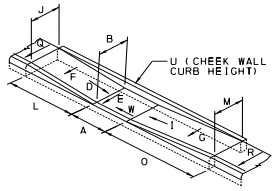
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



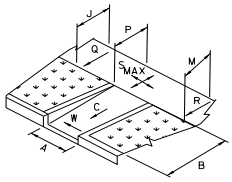
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



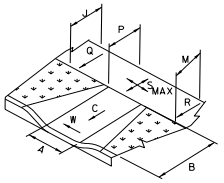
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



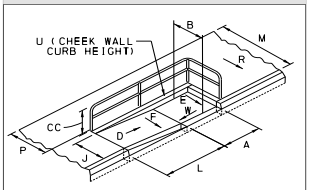
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



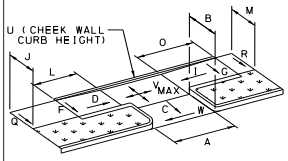
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



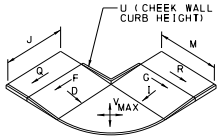
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



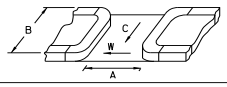
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

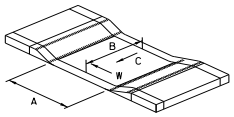


MAX ALG. CHANGE IN GRADE _____ %

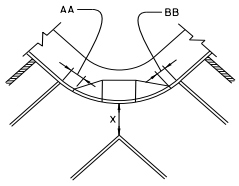
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	45	(IN)
*	C	7.60	(%)
*	D	8.70	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	7.70	(%)
*	J	82	(IN)
	K		(IN)
	L		(IN)
*	M	112	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	2.10	(%)
*	R	6.90	(%)
*	S	1.10	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.80	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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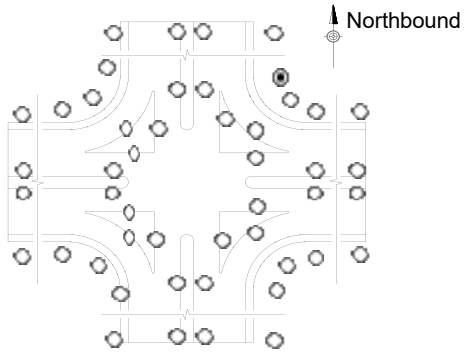
*Date of Investigation (yyyy mm dd)		2024	02	28	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		1.20	%		
Cross Slope in Front of Ramp (Road Profile)		2.30	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	7.6	%	
Intersection Ramp # of #		2	2		
*Ramp Location (Use Figure Below)			07		
*Curb Ramp Type		Type 1			
*North Leg	Colorado	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg		(segment)	(offset)		
*South Leg Desc.					
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-ColoradoSt-WashingtonAve-WashingtonAve-2024-02-28-7-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

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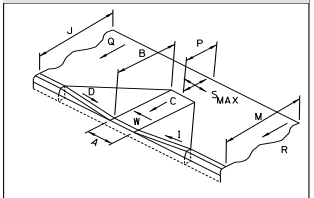
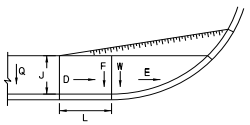
TYPE 1



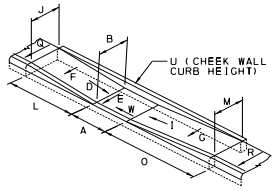
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



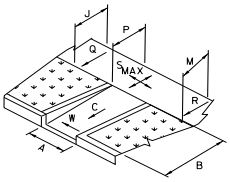
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



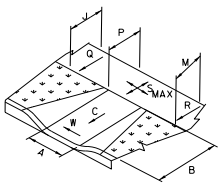
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



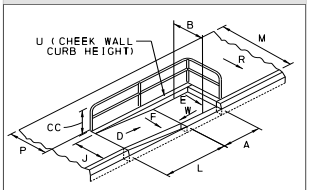
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



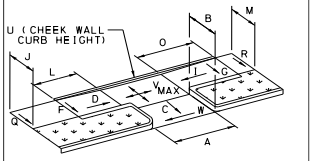
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



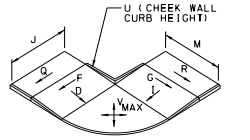
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



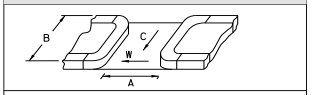
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

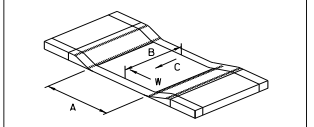


MAX ALG. CHANGE IN GRADE _____ %

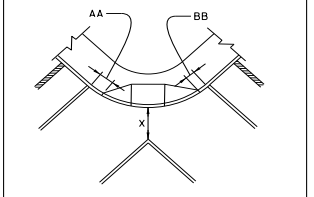
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	78	(IN)
*	C	6.40	(%)
*	D	8.90	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.40	(%)
*	J	135	(IN)
	K		(IN)
	L		(IN)
*	M	99	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.20	(%)
*	R	1.90	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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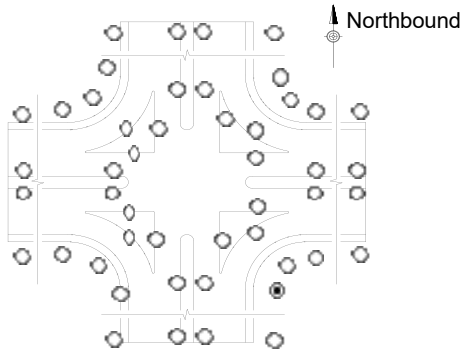
*Date of Investigation (yyyy mm dd)	2024	03	14		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	Yes				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	-1.30	%			
Cross Slope in Front of Ramp (Road Profile)	0.70	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 108092	Alg Δ Grade	6.5	%		
Intersection Ramp # of #	1	2			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg	Franklin	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	Franklin	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-FranklinSt-WashingtonAve-FranklinSt-WashingtonAve-2024-03-14-14-Type1
* Status	Current
Level of Service	Meets RC-67M

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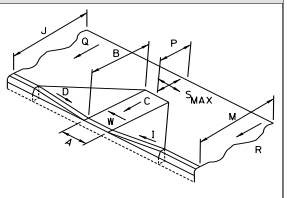
pennsylvania
DEPARTMENT OF TRANSPORTATION

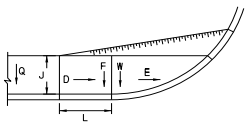
See the last tab of this workbook for instructions

TYPE 1



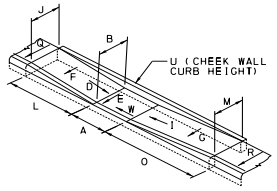
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



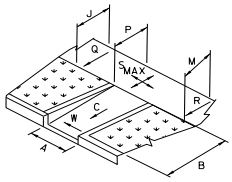
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



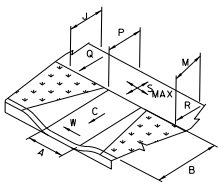
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



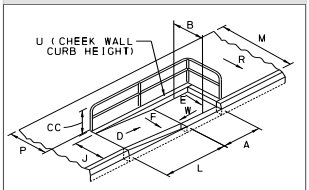
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



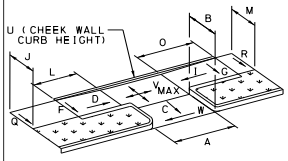
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



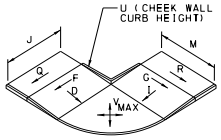
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



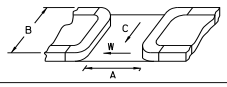
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

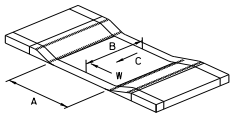


MAX ALG. CHANGE IN GRADE _____ %

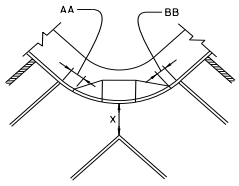
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	27	(IN)
*	C	7.80	(%)
*	D	7.80	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	7.30	(%)
*	J	263	(IN)
	K		(IN)
	L		(IN)
*	M	289	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	0.30	(%)
*	R	0.40	(%)
*	S	1.10	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.10	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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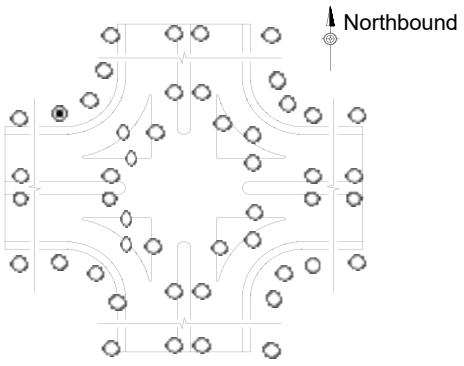
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	03	14	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		3.90	%		
Cross Slope in Front of Ramp (Road Profile)		3.20	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	10.3	%	
Intersection Ramp # of #		1	8		
*Ramp Location (Use Figure Below)			02		
*Curb Ramp Type	Type 1				
*North Leg	Passyunk	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	Passyunk	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-PassyunkAve-WashingtonAve-PassyunkAve-WashingtonAve-2024-03-14-2-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

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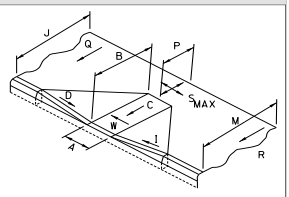
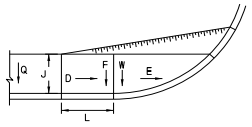
TYPE 1



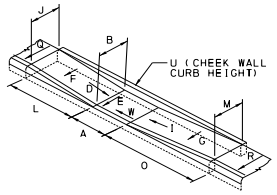
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 1A



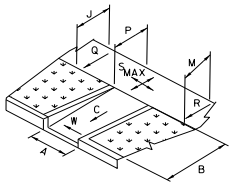
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



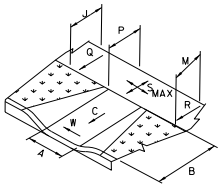
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



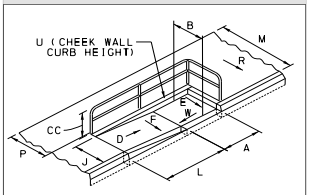
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

TYPE 4A



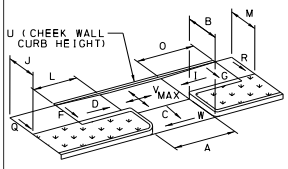
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 5



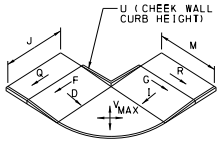
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



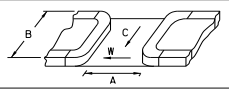
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

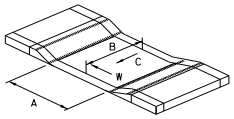


MAX ALG. CHANGE IN GRADE _____ %

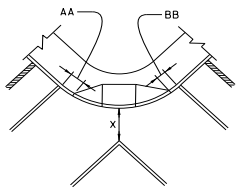
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	97	(IN)
*	C	6.40	(%)
*	D	3.90	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	7.70	(%)
*	J	193	(IN)
	K		(IN)
	L		(IN)
*	M	130	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.90	(%)
*	R	1.30	(%)
*	S	0.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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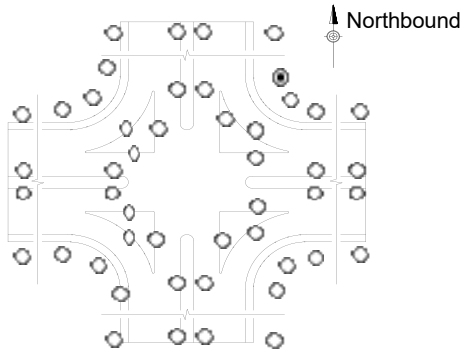
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	03	14		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	Yes				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	3.90	%			
Cross Slope in Front of Ramp (Road Profile)	1.00	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 108092	Alg Δ Grade	9.5	%		
Intersection Ramp # of #	3	8			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				
*North Leg	Passyunk	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	Passyunk	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-PassyunkAve-WashingtonAve-PassyunkAve-WashingtonAve-2024-03-14-7-Type1
* Status	Current
Level of Service	Meets RC-67M

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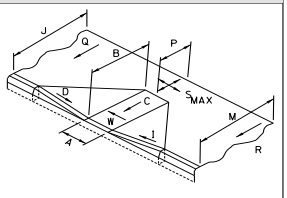
DEPARTMENT OF TRANSPORTATION

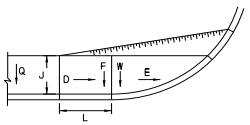
See the last tab of this workbook for instructions

TYPE 1



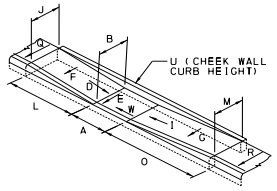
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



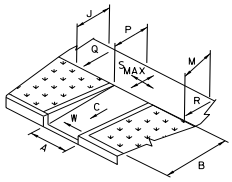
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



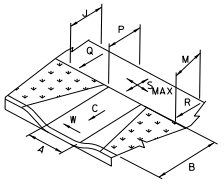
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



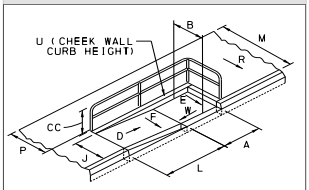
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



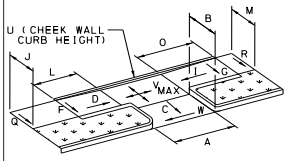
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



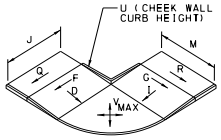
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



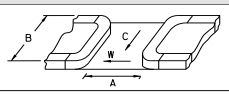
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

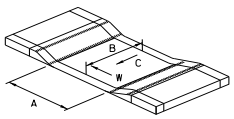


MAX ALG. CHANGE IN GRADE _____ %

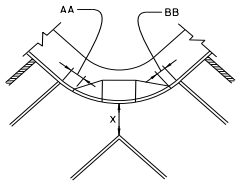
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	115	(IN)
*	C	5.60	(%)
*	D	4.20	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	9.70	(%)
*	J	141	(IN)
	K		(IN)
	L		(IN)
*	M	227	(IN)
	N		(IN)
	O		(IN)
*	P	55	(IN)
*	Q	1.90	(%)
*	R	0.30	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.00	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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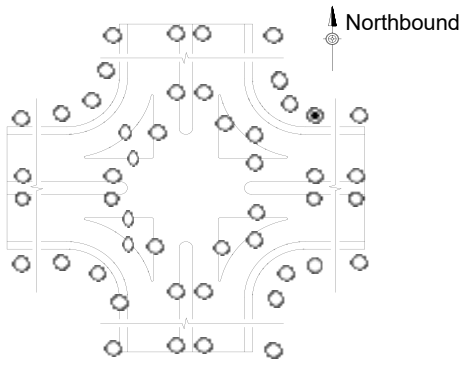
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	03	14	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		3.00	%		
Cross Slope in Front of Ramp (Road Profile)		0.20	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	7.9	%	
Intersection Ramp # of #		4	8		
*Ramp Location (Use Figure Below)			09		
*Curb Ramp Type	Type 1				
*North Leg	Passyunk	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	Passyunk	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



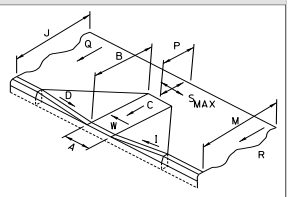
Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-PassyunkAve-WashingtonAve-PassyunkAve-WashingtonAve-2024-03-14-9-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

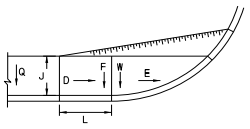
See the last tab of this workbook for instructions

TYPE 1



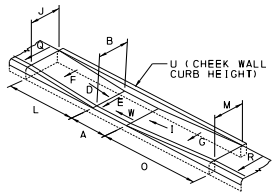
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 1A



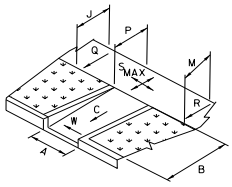
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



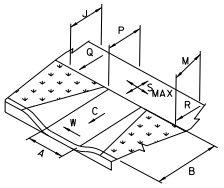
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



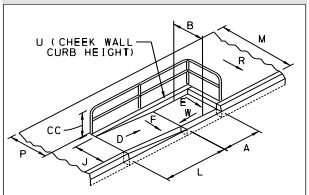
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

TYPE 4A



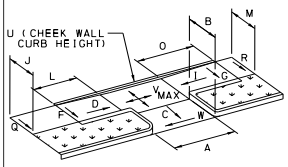
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 5



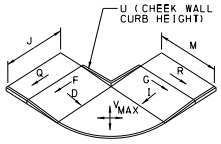
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



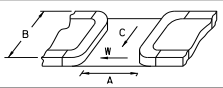
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

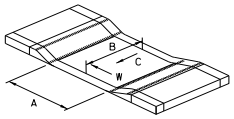


MAX ALG. CHANGE IN GRADE _____ %

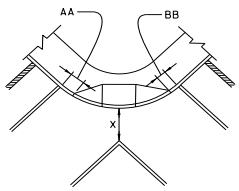
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	115	(IN)
*	C	4.90	(%)
*	D	5.40	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	5.50	(%)
*	J	141	(IN)
	K		(IN)
	L		(IN)
*	M	227	(IN)
	N		(IN)
	O		(IN)
*	P	68	(IN)
*	Q	1.90	(%)
*	R	0.30	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.50	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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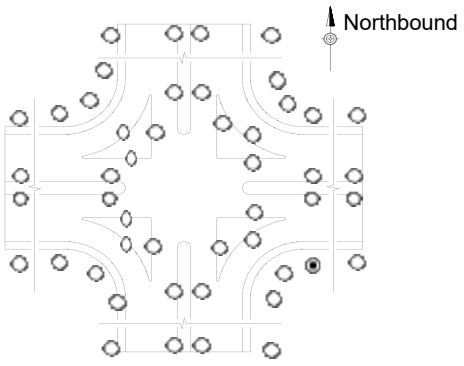
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	03	14	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		1.10	%		
Cross Slope in Front of Ramp (Road Profile)		0.10	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	4.7	%	
Intersection Ramp # of #		5	8		
*Ramp Location (Use Figure Below)			12		
*Curb Ramp Type	Type 1				
*North Leg	Passyunk	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	Passyunk	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



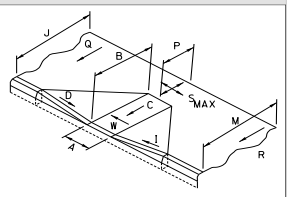
Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-PassyunkAve-WashingtonAve-PassyunkAve-WashingtonAve-2024-03-14-12-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

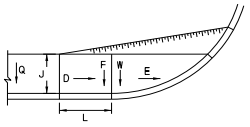
See the last tab of this workbook for instructions

TYPE 1



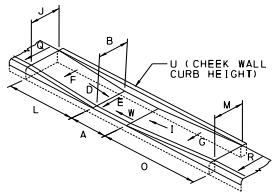
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 1A



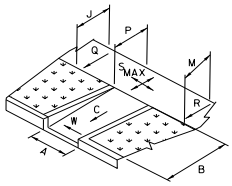
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



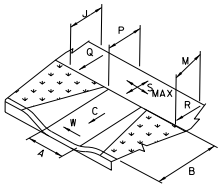
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



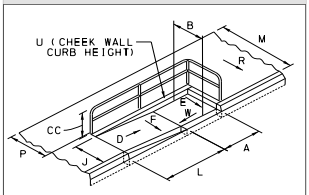
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

TYPE 4A



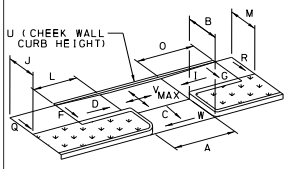
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 5



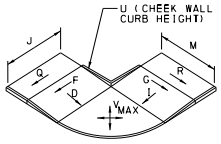
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



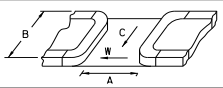
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

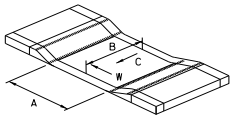


MAX ALG. CHANGE IN GRADE _____ %

TYPE A MEDIAN



☐ TYPE B MEDIAN

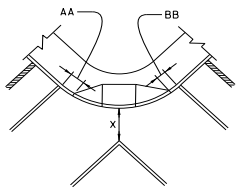


NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

	"0.00" inches or %		
*	A	48	(IN)
*	B	104	(IN)
*	C	3.60	(%)
*	D	6.70	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.40	(%)
*	J	247	(IN)
	K		(IN)
	L		(IN)
*	M	137	(IN)
	N		(IN)
	O		(IN)
*	P	59	(IN)
*	Q	0.80	(%)
*	R	1.90	(%)
*	S	1.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.50	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

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Forward Completed Forms to District ADA Coordinators

36

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Facility Type	Complete Section Below to ADD Location to Transition Plan
☒ Curb Ramp	*Add Location to Transition Plan ☐ Yes ☐ No
☐ Sidewalk	Suggested Repair: N/A
☐ Ped. Push Button	Approx. Repair Costs: N/A
☐ Ped. Signal	Actual Repair Costs: N/A
☐ Other:	Actual Repair: N/A
	Date Repaired: N/A

Justification for Technically Infeasible	General Information
(check all that apply)	*District: 06
☐ Limited Right-of-Way	*County: Philadelphia
☐ Existing Utilities	*Township/Boro: Philadelphia City
☒ Abutments, Buildings, Vaults	Project ECMS #: 108283
☐ Historic Areas	
☐ Environmental Areas	
☒ Grade Separations	
☐ Other 1	
☐ Other 2	
☐ Other 3	
☐ Other 4	

	Submitter Information
	Submitted By: Robert Hargenrader
	Submitter Company: HG engineering services
	Street Address: [illegible]
	City State Zip: [illegible]
	Telephone: [illegible]
	*Date Submitted: May 8, 2023

Project Information	Location Identification
Project Type:	Northbound
☒ Resurfacing Project	Passyunk Ave
☐ Signal Project	SR North - Segment, Offset
☐ Widening Project	Passyunk Ave
☐ Reconstruction	SR South - Segment, Offset
☐ New Construction (Tech Infeasible normally N/A)	Washington Ave
☐ Other	SR East - Segment, Offset
Pedestrian Traffic: ☉ Yes ○ No	Washington Ave
Pedestrian Trip Generators: ☉ Yes ○ No	SR West - Segment, Offset
Safety Concerns: ○ Yes ☉ No	12
RB-3A "No Peds" Sign: ○ Yes ☉ No	Location #
Existing Crosswalk: ☉ Yes ○ No	
Existing Sidewalk: ☒ Yes ○ No	
Existing Push Buttons: ○ Yes ☒ No	
ADT:	

Investigated design alternatives	Why alternative was not selected
1) Type 3 Ramp	Roadside/no room, change grad
2) (Increasing ped adjustment)	Pushes wear into the roadway
3) Shifting the Ramp	No effect on the grade separation

Alternative selected and description of what requirement is not met:

A Type 1 Ramp - The grade separation in the adjacent ramp and to provide a compliant sidewalk transition slope to the building/does square the landing (slope to exceed 2% (4.00%).

ADA Review Committee Recommendation	ADE of Design Approval Status
☐ Approved	☐ Approved
☐ Denied ADA Review Committee Chair - Date:	☐ Denied District ADE of Design - Date:

TIF #: [illegible]

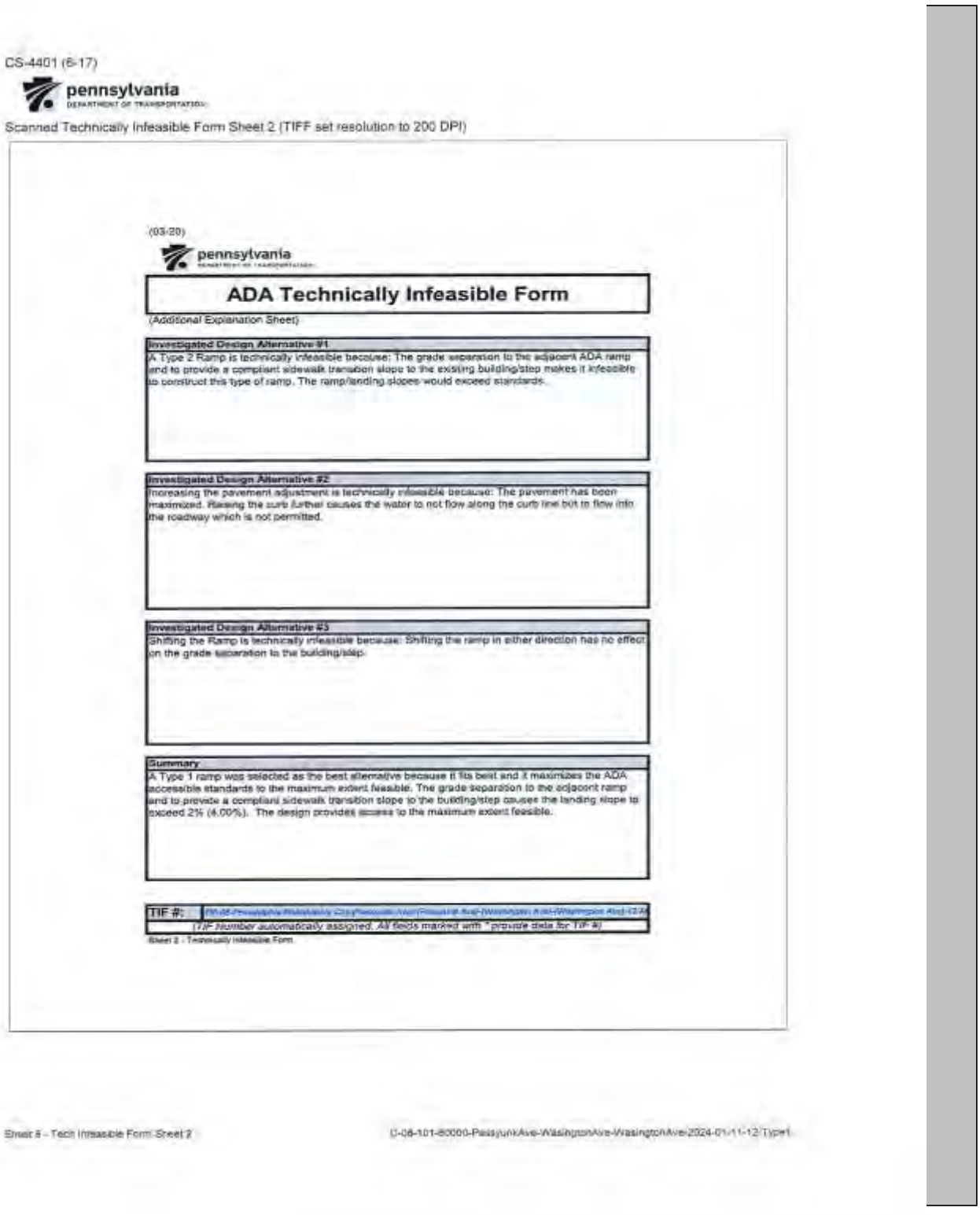
TIF number Automatically assigned. All fields marked with * require data for TIF #

[illegible]

(Print with a PDL Driver)

Sheet 4 - Tech Infeasible Form Sheet 1

C-06-101-60000-PassyunkAve-WashingtonAve-PassyunkAve-WashingtonAve-2024-03-14-12-Type1



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Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

A Type 2 Ramp is technically infeasible because: The grade separation to the adjacent ADA ramp and to provide a compliant sidewalk transition slope to the existing building/step makes it infeasible to construct this type of ramp. The ramp/landing slopes would exceed standards.

Investigated Design Alternative #2

Increasing the pavement adjustment is technically infeasible because: The pavement has been maximized. Raising the curb further causes the water to not flow along the curb line but to flow into the roadway which is not permitted.

Investigated Design Alternative #3

Shifting the Ramp is technically infeasible because: Shifting the ramp in either direction has no effect on the grade separation to the building/step.

Summary

A Type 1 ramp was selected as the best alternative because it fits best and it maximizes the ADA accessible standards to the maximum extent feasible. The grade separation to the adjacent ramp and to provide a compliant sidewalk transition slope to the building/step causes the landing slope to exceed 2% (4.00%). The design provides access to the maximum extent feasible.

TIF #: [redacted]

(TIF number automatically assigned. All fields marked with * provide data for TIF #)

Sheet 2 - Technically Infeasible Form

Sheet 5 - Tech Infeasible Form Sheet 2

C-06-101-60000-PassyunkAve-WashingtonAve-PassyunkAve-WashingtonAve-2024-03-14-12-Type1

CS-4401 (6-17)

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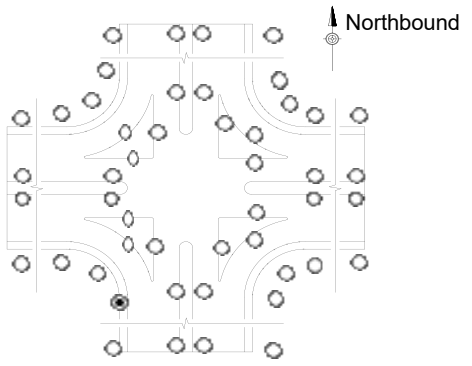
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	03	14	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		3.20	%		
Cross Slope in Front of Ramp (Road Profile)		1.80	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	11.9	%	
Intersection Ramp # of #		7	8		
*Ramp Location (Use Figure Below)			17		
*Curb Ramp Type	Type 1				
*North Leg	Passyunk	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	Passyunk	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-PassyunkAve-WashingtonAve-PassyunkAve-WashingtonAve-2024-03-14-17-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

CS-4401 (6-17)

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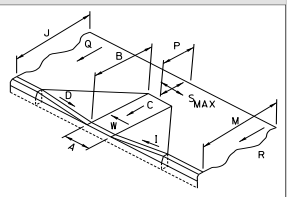
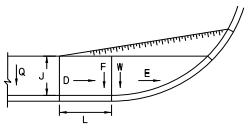
See the last tab of this workbook for instructions

TYPE 1



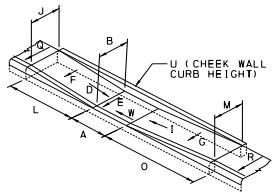
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 1A



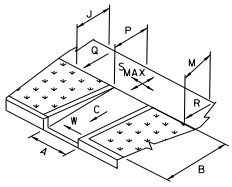
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



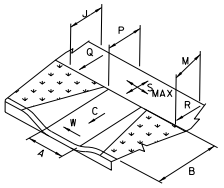
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



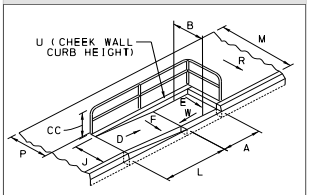
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 4A



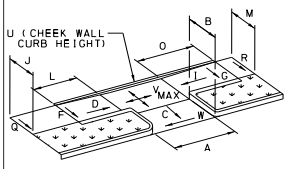
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 5



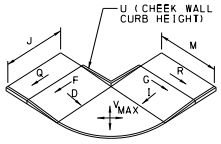
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



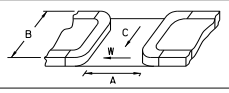
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

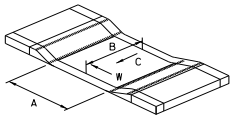


MAX ALG. CHANGE IN GRADE _____ %

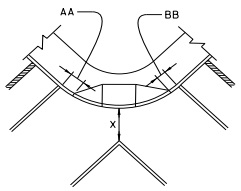
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	86	(IN)
*	C	8.70	(%)
*	D	9.90	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	9.00	(%)
*	J	137	(IN)
	K		(IN)
	L		(IN)
*	M	178	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.90	(%)
*	R	0.30	(%)
*	S	1.50	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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Scanned Inspection Form (TIFF set resolution to 200 DPI)

The Value of C has been approved by District 6 ADE.

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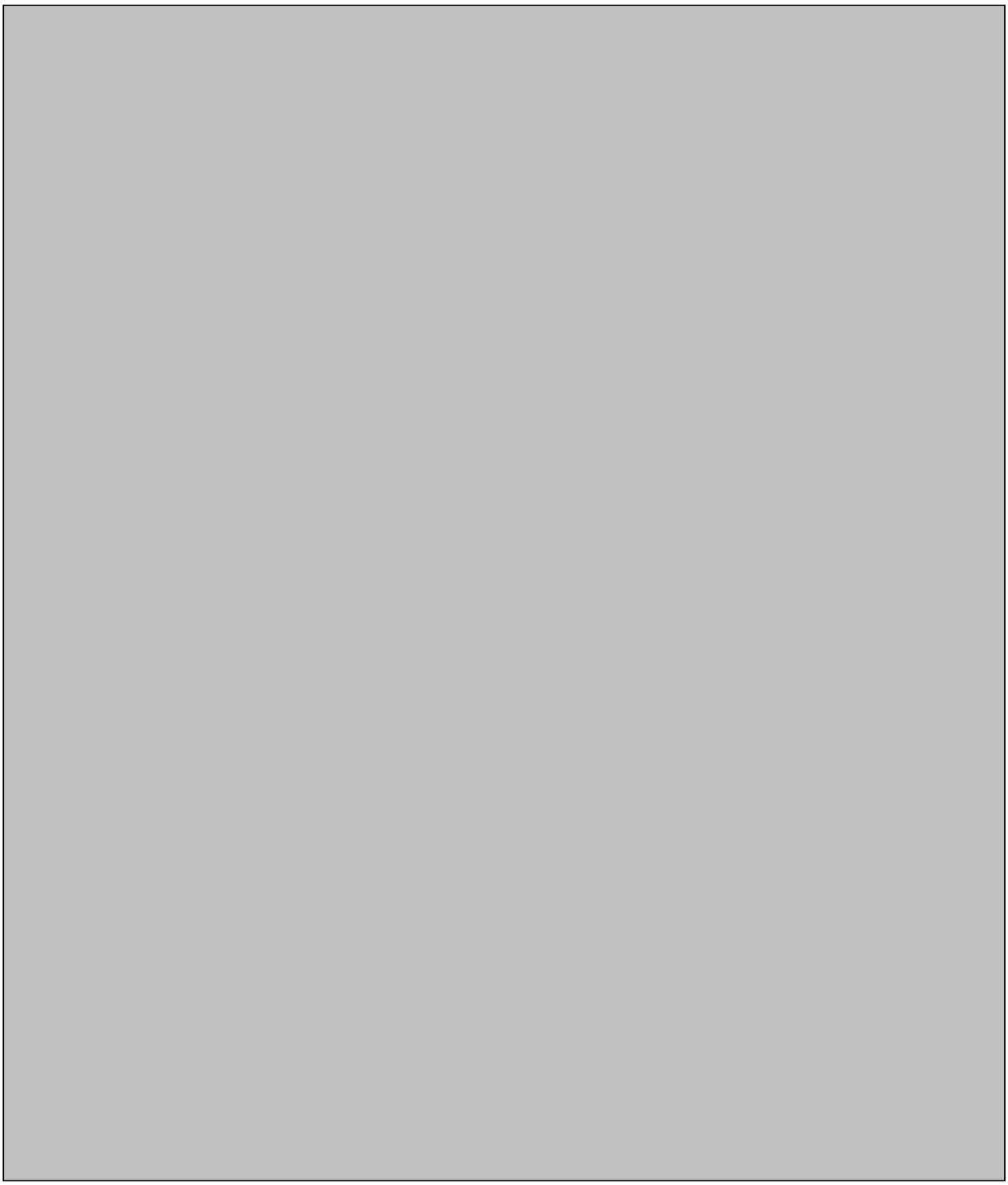
Scanned Inspection Form Continued (TIFF set resolution to 200 DPI)



CS-4401 (6-17)

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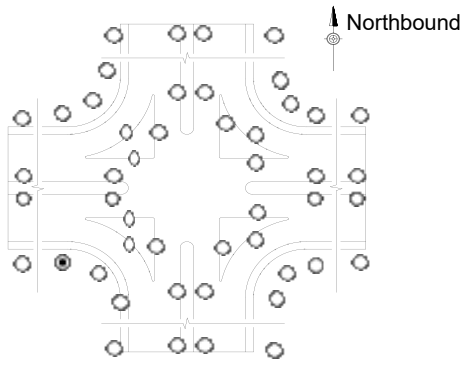
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	03	14		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	No				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	2.50	%			
Cross Slope in Front of Ramp (Road Profile)	1.00	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 108092	Alg Δ Grade	10.7	%		
Intersection Ramp # of #	8	8			
*Ramp Location (Use Figure Below)		19			
*Curb Ramp Type	Type 1				
*North Leg	Passyunk	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	Passyunk	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-PassyunkAve-WashingtonAve-PassyunkAve-WashingtonAve-2024-03-14-19-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

CS-4401 (6-17)

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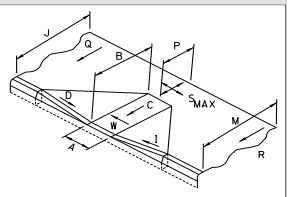
DEPARTMENT OF TRANSPORTATION

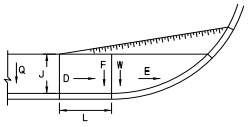
See the last tab of this workbook for instructions

TYPE 1



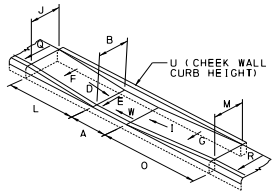
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 1A



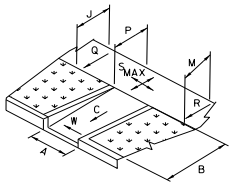
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



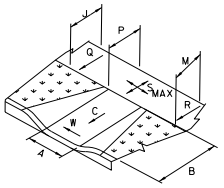
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



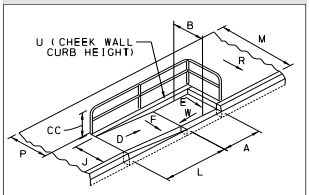
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

TYPE 4A



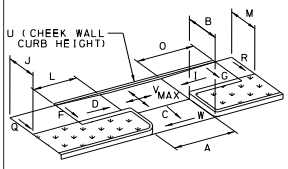
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 5



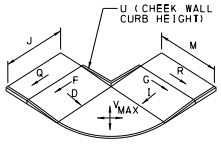
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



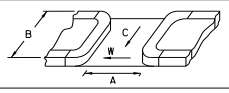
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

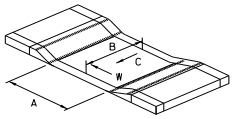


MAX ALG. CHANGE IN GRADE _____ %

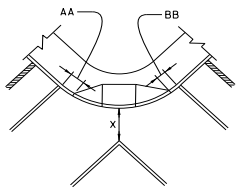
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	82	(IN)
*	C	8.20	(%)
*	D	7.20	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.30	(%)
*	J	137	(IN)
	K		(IN)
	L		(IN)
*	M	178	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.50	(%)
*	R	0.10	(%)
*	S	1.30	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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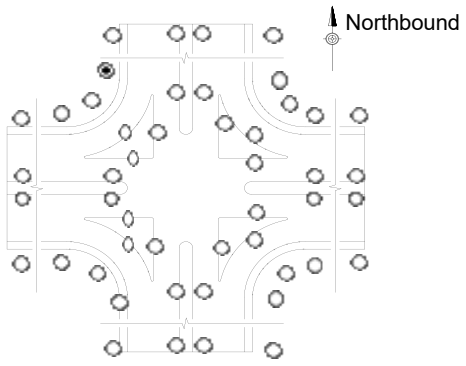
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	03	14	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		0.10	%		
Cross Slope in Front of Ramp (Road Profile)		0.50	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	8.1	%	
Intersection Ramp # of #		1	4		
*Ramp Location (Use Figure Below)			04		
*Curb Ramp Type	Type 1				
*North Leg	Randolph	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	Randolph	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-RandolphSt-WashingtonAve-RandolphSt-WashingtonAve-2024-03-14-4-Type1	
* Status	Current	
Level of Service	Ex - Provides Max Access	

CS-4401 (6-17)

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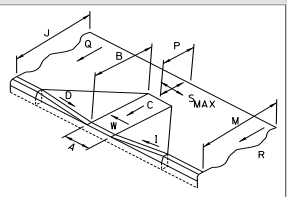
DEPARTMENT OF TRANSPORTATION

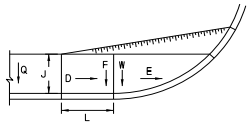
See the last tab of this workbook for instructions

TYPE 1



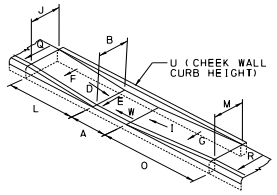
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 1A



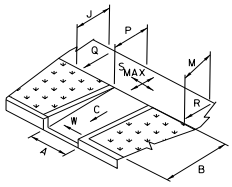
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



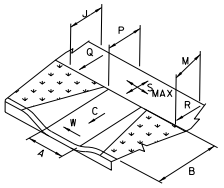
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



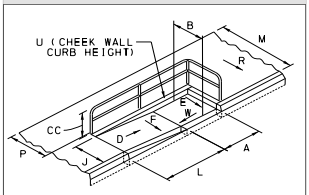
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

TYPE 4A



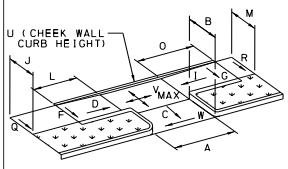
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 5



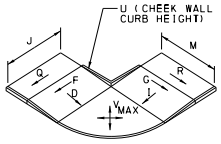
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



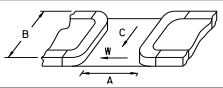
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

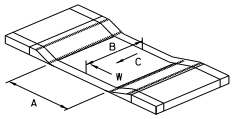


MAX ALG. CHANGE IN GRADE _____ %

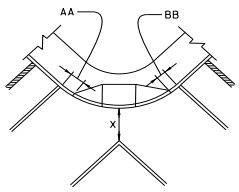
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	77	(IN)
*	C	8.00	(%)
*	D	9.90	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	5.50	(%)
*	J	132	(IN)
	K		(IN)
	L		(IN)
*	M	101	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	0.30	(%)
*	R	1.50	(%)
*	S	2.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.30	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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Scanned Inspection Form (TIFF set resolution to 200 DPI)

The value of S has been approved by District 6 ADE.

CS-4401 (6-17)

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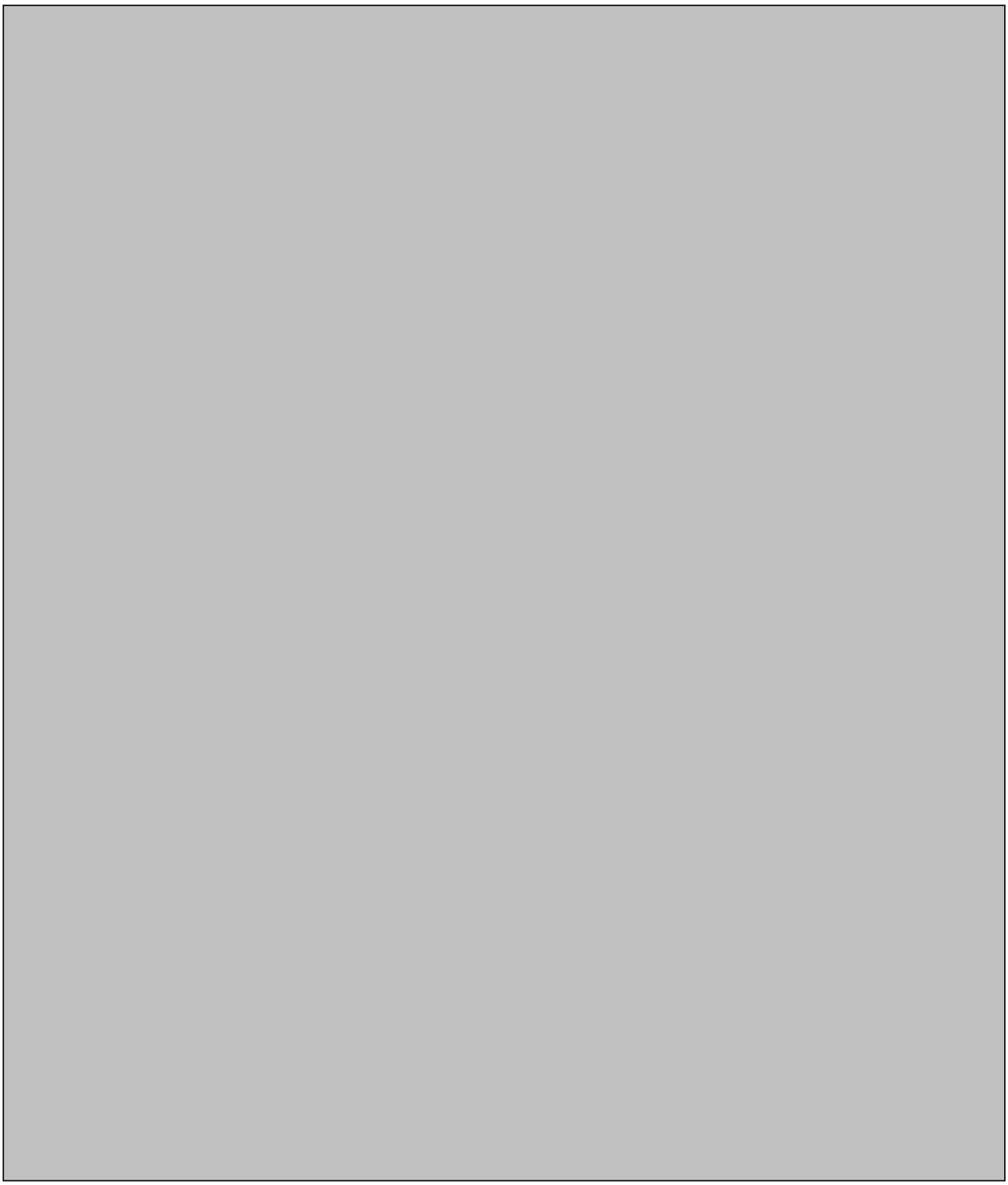
Scanned Inspection Form Continued (TIFF set resolution to 200 DPI)



CS-4401 (6-17)

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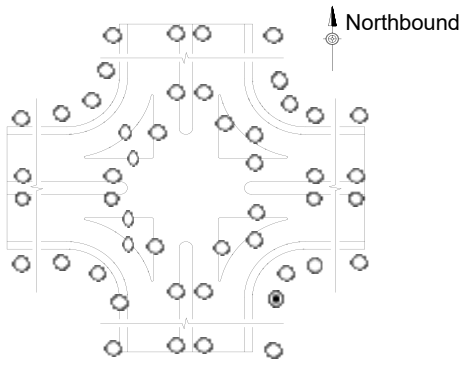
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	03	14	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		2.20	%		
Cross Slope in Front of Ramp (Road Profile)		0.60	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	9.7	%	
Intersection Ramp # of #		3	4		
*Ramp Location (Use Figure Below)			14		
*Curb Ramp Type	Type 1				
*North Leg	Randolph	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Washington	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	Randolph	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Washington	(segment)	(offset)		
*West Leg Desc.	Ave				



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-RandolphSt-WashingtonAve-RandolphSt-WashingtonAve-2024-03-14-14-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

CS-4401 (6-17)

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DEPARTMENT OF TRANSPORTATION

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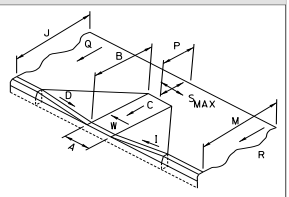
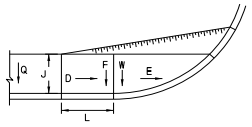
TYPE 1



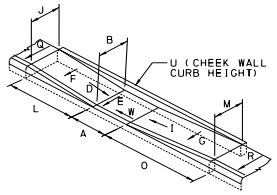
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 1A



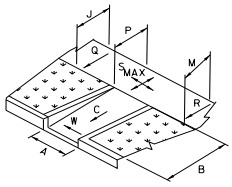
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



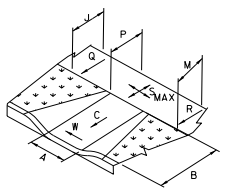
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



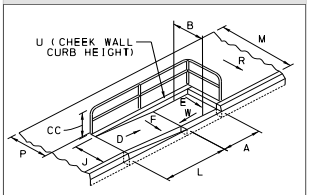
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

TYPE 4A



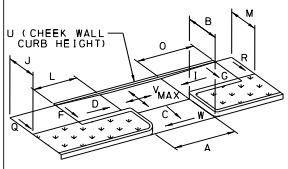
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 5



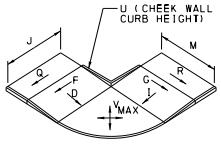
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



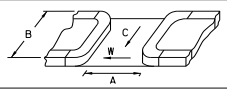
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

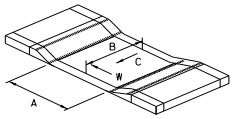


MAX ALG. CHANGE IN GRADE _____ %

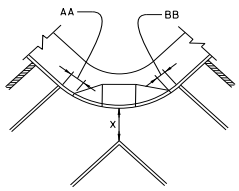
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	94	(IN)
*	C	7.50	(%)
*	D	8.30	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	7.80	(%)
*	J	144	(IN)
	K		(IN)
	L		(IN)
*	M	165	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	0.80	(%)
*	R	2.10	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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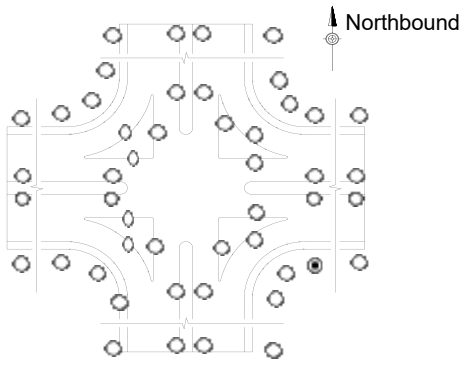
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	02	28	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		1.50	%		
Cross Slope in Front of Ramp (Road Profile)		1.00	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	7.4	%	
Intersection Ramp # of #		1	3		
*Ramp Location (Use Figure Below)			12		
*Curb Ramp Type	Type 1				
*North Leg		(segment)	(offset)		
*North Leg Desc.					
*East Leg	Grays Ferry	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	Washington	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	Grays Ferry	(segment)	(offset)		
*West Leg Desc.	Ave				



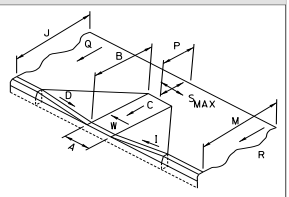
Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-GraysFerryAve-WashingtonAve-GraysFerryAve-2024-02-28-12-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

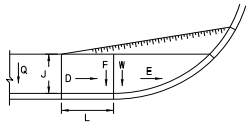
See the last tab of this workbook for instructions

TYPE 1



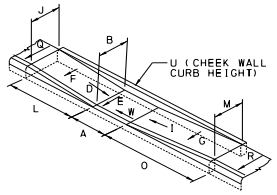
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 1A



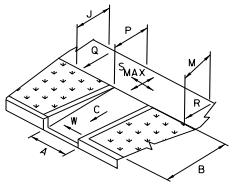
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



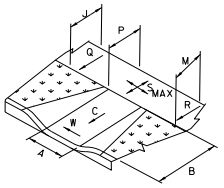
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



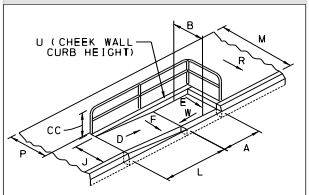
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

TYPE 4A



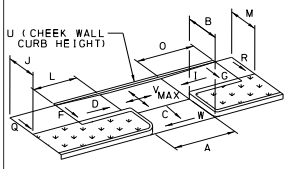
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 5



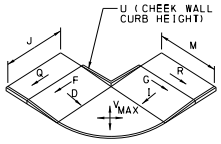
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



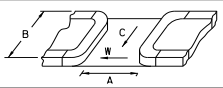
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

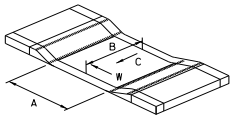


MAX ALG. CHANGE IN GRADE _____ %

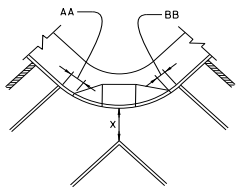
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	71	(IN)
*	C	5.90	(%)
*	D	9.20	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	2.50	(%)
*	J	159	(IN)
	K		(IN)
	L		(IN)
*	M	148	(IN)
	N		(IN)
	O		(IN)
*	P	61	(IN)
*	Q	1.30	(%)
*	R	4.60	(%)
*	S	0.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.20	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

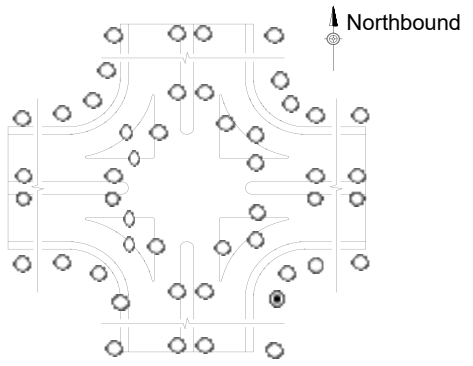
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	02	28		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	No				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	1.70	%			
Cross Slope in Front of Ramp (Road Profile)	1.60	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 108092	Alg Δ Grade	7.0	%		
Intersection Ramp # of #	2	3			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg		(segment)	(offset)		
*North Leg Desc.					
*East Leg	Grays Ferry	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	Washington	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	Grays Ferry	(segment)	(offset)		
*West Leg Desc.	Ave				



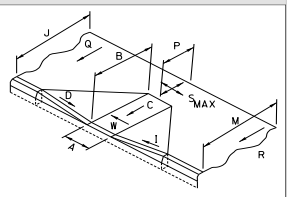
Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-GraysFerryAve-WashingtonAve-GraysFerryAve-2024-02-28-14-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

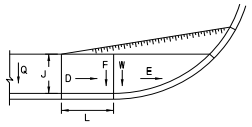
See the last tab of this workbook for instructions

TYPE 1



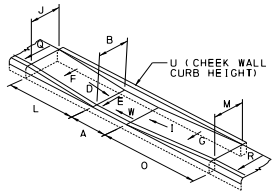
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 1A



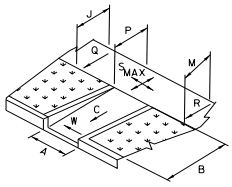
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



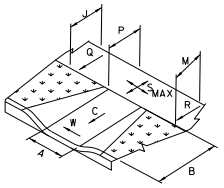
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



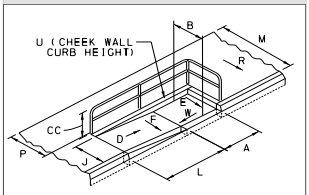
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

TYPE 4A



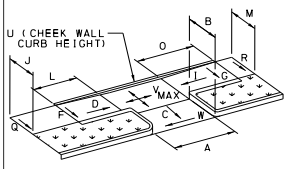
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 5



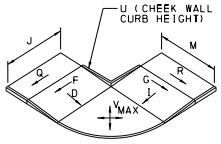
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



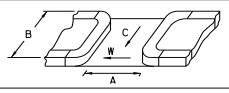
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

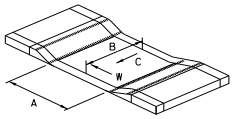


MAX ALG. CHANGE IN GRADE _____ %

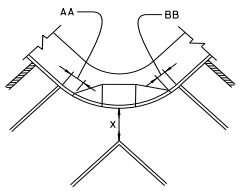
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	105	(IN)
*	C	5.30	(%)
*	D	6.70	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.90	(%)
*	J	159	(IN)
	K		(IN)
	L		(IN)
*	M	148	(IN)
	N		(IN)
	O		(IN)
*	P	60	(IN)
*	Q	1.30	(%)
*	R	4.60	(%)
*	S	0.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

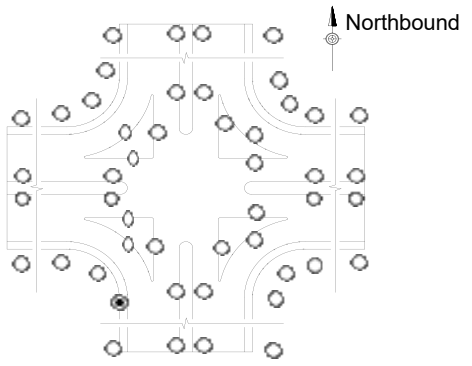
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	02	28	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		3.40	%		
Cross Slope in Front of Ramp (Road Profile)		0.10	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108092	Alg Δ Grade	10.4	%	
Intersection Ramp # of #		3	3		
*Ramp Location (Use Figure Below)			17		
*Curb Ramp Type	Type 1				
*North Leg		(segment)	(offset)		
*North Leg Desc.					
*East Leg	Grays Ferry	(segment)	(offset)		
*East Leg Desc.	Ave				
*South Leg	Washington	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	Grays Ferry	(segment)	(offset)		
*West Leg Desc.	Ave				



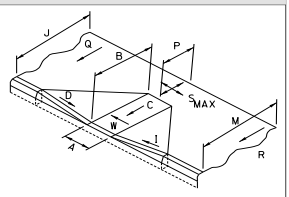
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-GraysFerryAve-WashingtonAve-GraysFerryAve-2024-02-28-17-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

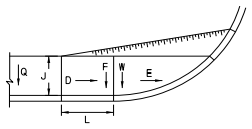
See the last tab of this workbook for instructions

TYPE 1



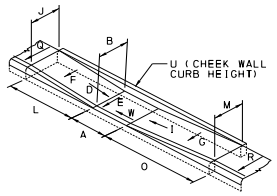
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 1A



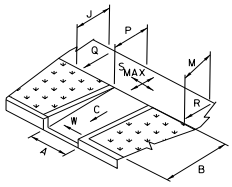
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



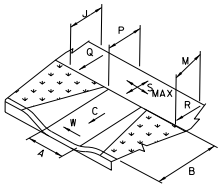
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



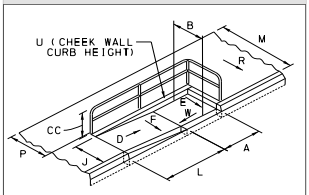
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

TYPE 4A



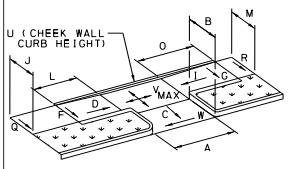
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S" _____ %

☐ TYPE 5



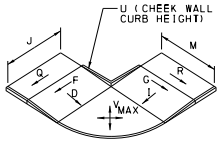
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



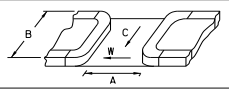
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

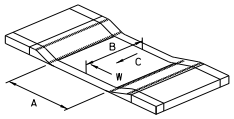


MAX ALG. CHANGE IN GRADE _____ %

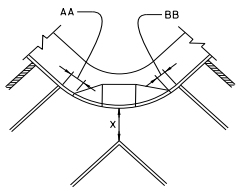
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	41	(IN)
*	C	7.00	(%)
*	D	7.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	8.00	(%)
*	J	138	(IN)
	K		(IN)
	L		(IN)
*	M	137	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	2.00	(%)
*	R	3.20	(%)
*	S	1.40	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.70	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

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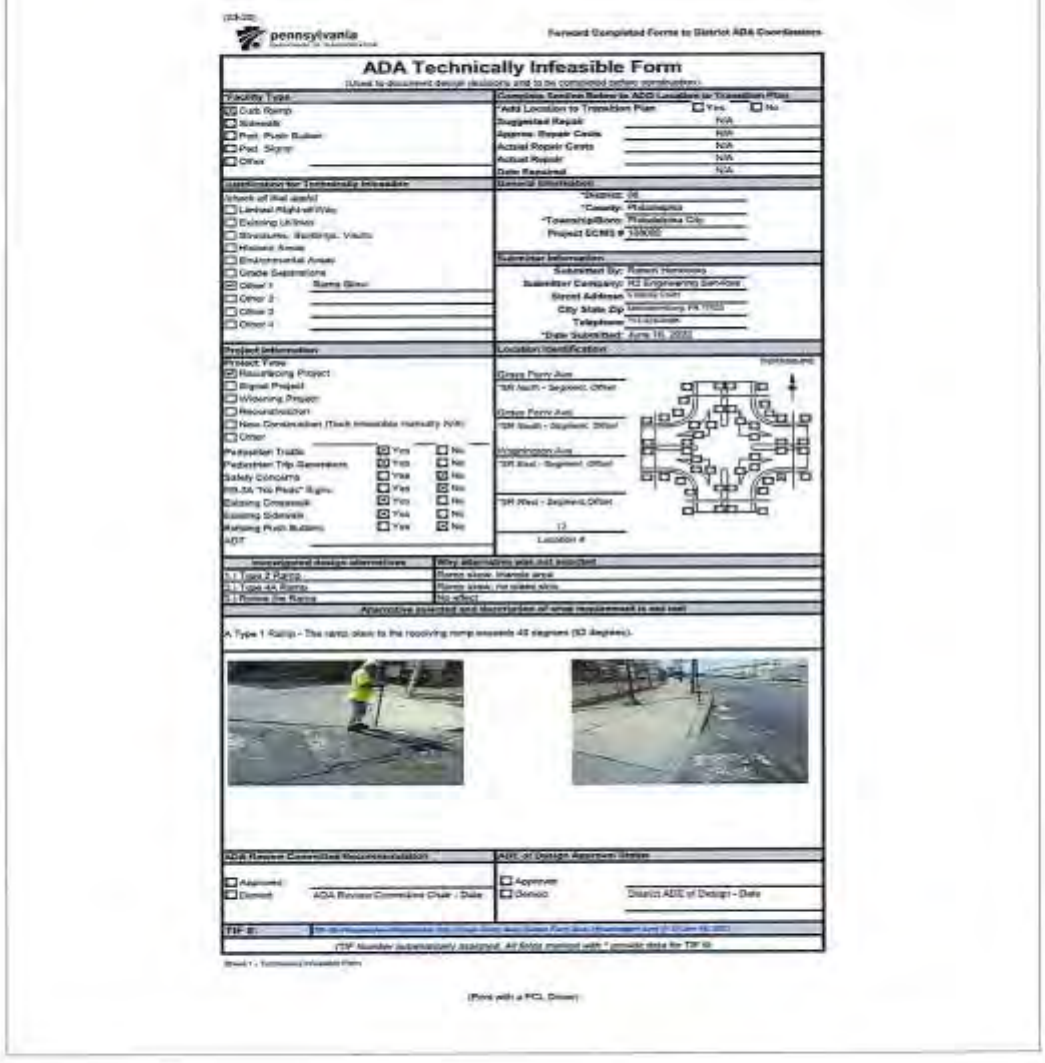
Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)



Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design deviations and to be completed before construction)

Facility Type:
- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Compliance Section Refers to ADA Location or Transition Plan:
- *Add Location to Transition Plan: [ ] Yes [ ] No
- Suggested Repair: N/A
- Approx. Repair Costs: N/A
- Actual Repair Costs: N/A
- Actual Repair: N/A
- Date Repaired: N/A

Justification for Technically Infeasible:
Impact of that cause:
- [ ] Lateral Right-of-Way
- [ ] Existing Utilities
- [ ] Structures, Buildings, Vaults
- [ ] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Other 1: Ramp Slope
- [ ] Other 2
- [ ] Other 3
- [ ] Other 4

General Information:
- *District: 06
- *County: Philadelphia
- *Township/Boro: Philadelphia City
- Project ECMS #: 109060

Submitter Information:
- Submitted By: Robert Hennessey
- Submitter Company: H2 Engineering Services
- Street Address: Valley Court
- City State Zip: Lansdowne PA 19050
- Telephone: 610-626-6000
- *Date Submitted: June 10, 2022

Project Information:
Project Type:
- [x] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [ ] Reconstruction
- [ ] New Construction (Track impossible manually N/A)
- [ ] Other

Pedestrian Traffic	[x] Yes	[ ] No
Pedestrian Trip Generators	[ ] Yes	[x] No
Safety Concerns	[ ] Yes	[x] No
Will ramp "hit Posts" & grv.	[ ] Yes	[x] No
Existing Crosswalk	[x] Yes	[ ] No
Existing Sidewalk	[x] Yes	[ ] No
Remaining Push Buttons	[ ] Yes	[x] No
ADT		

Location Identification:
Grays Ferry Ave
*SR North - Segment, Offset
Grays Ferry Ave
*SR South - Segment, Offset
Washington Ave
*SR East - Segment, Offset
*SR West - Segment, Offset
12
Location #

Investigated design alternatives	Why alternatives was not accepted
1) Type 2 Ramp	Ramp slope, transit area
2) Type 4A Ramp	Ramp area, no open area
3) Revise the Ramp	No effect

Alternative selected and description of what requirement is not met:

A Type 1 Ramp - The ramp slope to the receiving ramp exceeds 48 degrees (83 degrees).

ADA Review Committee Recommendation:
- [ ] Approved
- [ ] Denied

ADA Review Committee Chair - Date

ADE of Design Approval Below:
- [ ] Approved
- [ ] Denied

District ADE of Design - Date

TIP #:

(TIP Number (subsequently assigned. All fields marked with * provide data for TIP ID

Sheet 1 - Technically Infeasible Form

(Form with a PCL Driver)

Sheet 4 - Tech Infeasible Form Sheet 1

C-06-101-60000-GraysFerryAve-WashingtonAve-GraysFerryAve-2024-02-28-17-Type1

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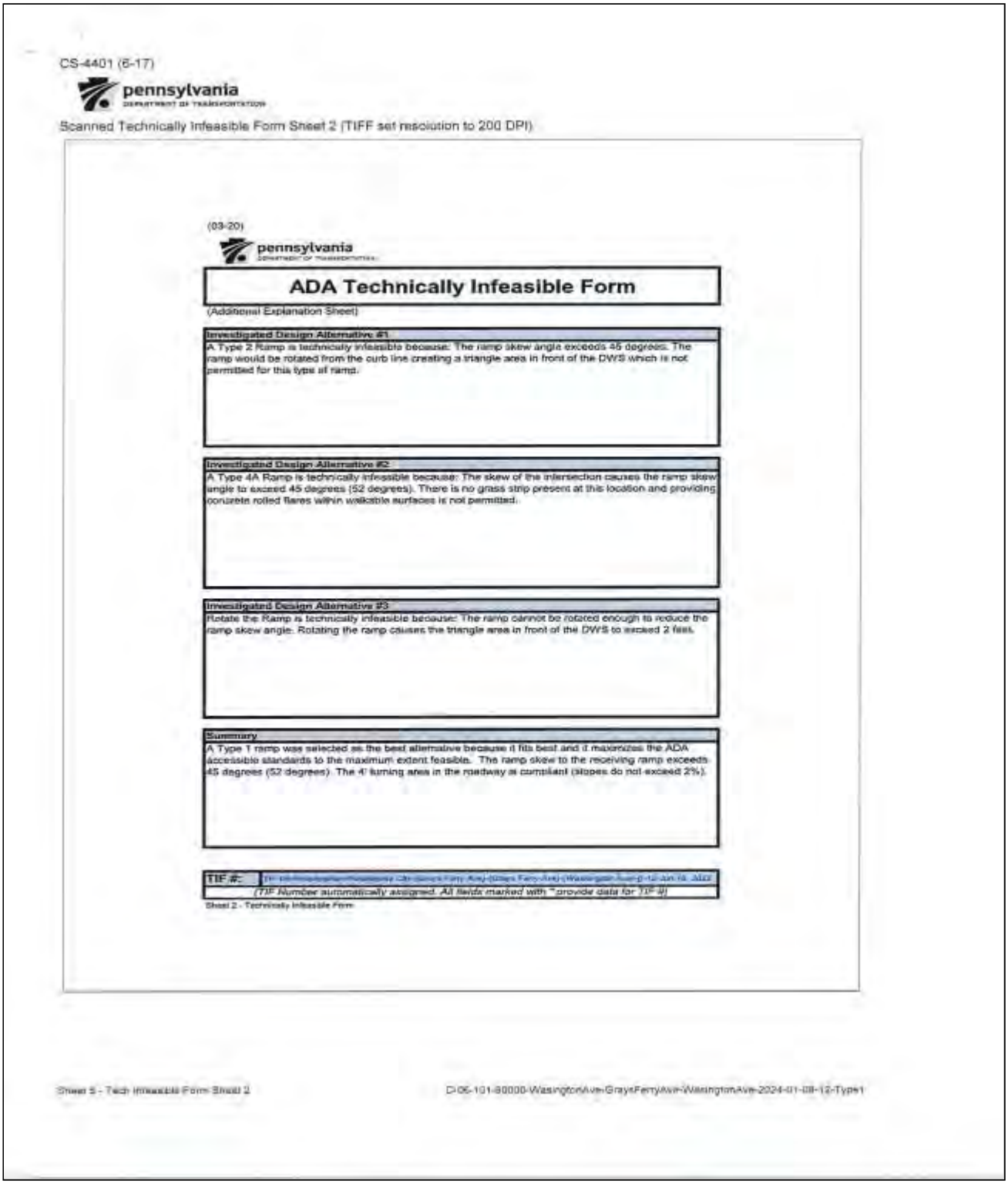
Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)



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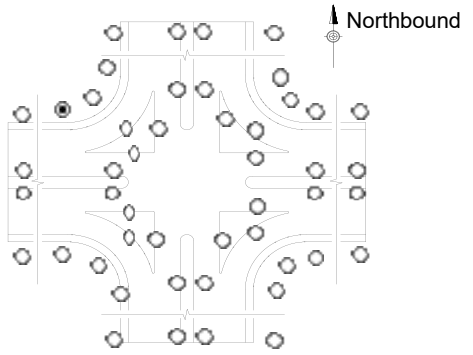
*Date of Investigation (yyyy mm dd)	2023	10	12		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	Yes				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	2.80	%			
Cross Slope in Front of Ramp (Road Profile)	3.70	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 108097	Alg Δ Grade	9.0	%		
Intersection Ramp # of #	2	5			
*Ramp Location (Use Figure Below)		02			
*Curb Ramp Type	Type 1				
*North Leg		(segment)	(offset)		
*North Leg Desc.					
*East Leg	Spruce	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	Front	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Spruce	(segment)	(offset)		
*West Leg Desc.	St				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-SpruceSt-FrontSt-SpruceSt-2023-10-12-2-Type1
* Status	Current
Level of Service	Ex - Provides Max Access

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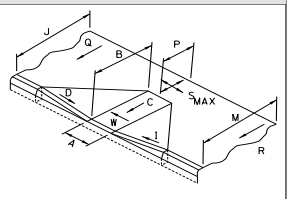
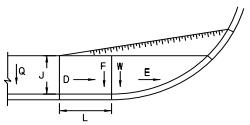
TYPE 1



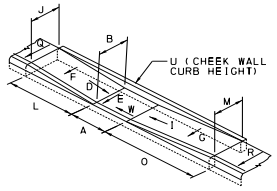
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



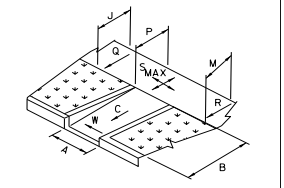
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



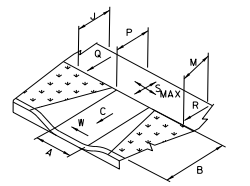
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



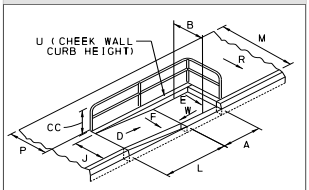
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



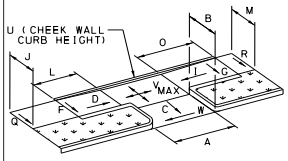
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



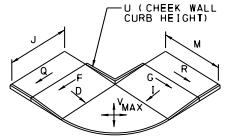
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



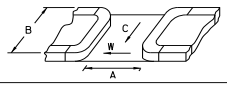
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

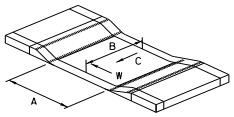


MAX ALG. CHANGE IN GRADE _____ %

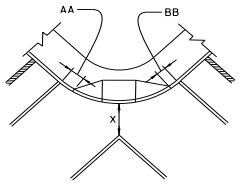
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	75	(IN)
*	C	6.20	(%)
*	D	0.60	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	8.40	(%)
*	J	96	(IN)
	K		(IN)
	L		(IN)
*	M	236	(IN)
	N		(IN)
	O		(IN)
*	P	49	(IN)
*	Q	2.70	(%)
*	R	3.00	(%)
*	S	2.40	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	3.40	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

(03-20)

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Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

*Add Location to Transition Plan [ ] Yes [ ] No

Suggested Repair

Approx. Repair Costs

Actual Repair Costs

Actual Repair

Date Repaired

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [x] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Other 1 Ramp Location / Tie-In
- [ ] Other 2
- [ ] Other 3
- [ ] Other 4

General Information

*District: 08

*County: Philadelphia

*Township/Boro: Philadelphia City

Project ECMS # 108097

Submitter Information

Submitted By: Joseph P. Michiels, P.E.

Submitter Company: IBL Companies

Street Address: 335 Route 38 E

City State Zip: Cherry Hill, NJ 08002

Telephone: 800-355-8401

*Date Submitted: December 9, 2023

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [x] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [ ] Other

Pedestrian Traffic	[x] Yes	[ ] No
Pedestrian Trip Generators	[ ] Yes	[x] No
Safety Concerns	[ ] Yes	[x] No
R9-3A "No Peds" Signs	[ ] Yes	[x] No
Existing Crosswalk	[x] Yes	[ ] No
Existing Sidewalk	[x] Yes	[ ] No
Existing Push Buttons	[ ] Yes	[x] No

ADT 2,000

Location Identification

Northbound

*SR North - Segment, Offset

Front Street

*SR South - Segment, Offset

Spruce Street

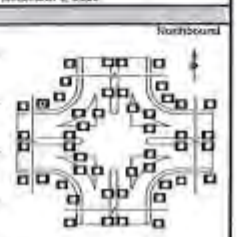
*SR East - Segment, Offset

Spruce Street

*SR West - Segment Offset

02

Location #



Investigated design alternatives	Why alternative was not selected
1.) Provide Asphalt Adjustment	This is infeasible because there is no reason for asphalt adjustment.
2.) Relocate ramp West	This would increase the ramp cross slope.
3.) Relocate Ramp East	This would increase the ramp cross slope.

Alternative selected and description of what requirement is not met.

A ramp with a compliant ramp cross slope of 2.00% could not be met; a non-compliant ramp with a ramp cross slope of 5.75% is to be constructed at location 02. This design provides access to the maximum extent feasible.

ADA Review Committee Recommendation

[x] Approved Paul M. Lutz Digitally signed by Paul M. Lutz Date: 2023.10.12 10:47:12 -04'00'

[ ] Denied ADA Review Committee Chair - Date

ADE of Design Approval Status

[x] Approved Francis Hanney Digitally signed by Francis Hanney Date: 2023.10.12 10:47:12 -04'00'

[ ] Denied District ADE of Design - Date

TIF #: [illegible]

(TIF Number automatically assigned. All fields marked with * provide data for TIF #)

Sheet 1 - Technically Infeasible Form

(Print with a PCL Driver)

Sheet 4 - Tech Infeasible Form Sheet 1

C-06-101-60000-SpruceSt-FrontSt-SpruceSt-2023-10-12-2-Type1

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Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

Provide Asphalt Adjustment: Providing an asphalt adjustment is infeasible because there is no reasoning for it, there is no existing low point nor ponding in front of the ramp. Therefore, an asphalt adjustment is not provided.

Investigated Design Alternative #2

Relocate Ramp West: Relocating the ramp west would increase the ramp cross slope to 6.50%, greater than the provided 3.75% ramp cross slope. Therefore, the ramp has not been relocated west.

Investigated Design Alternative #3

Relocate Ramp East: Relocating the ramp east would increase the ramp cross slope to 4.50%, greater than the provided 3.75% ramp cross slope. Therefore, the ramp has not been relocated east.

Summary

A ramp with a compliant ramp cross slope of 2.00% could not be met; a non-compliant ramp with a ramp cross slope of 3.75% is to be constructed at location 02. This design provides access to the maximum extent feasible.

TIF #:	TIF-06-Philadelphia-Philadelphia City-0-(Front Street)-(Spruce Street)-(Spruce Street)-02-Dec 9, 2023
	*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

Sheet 2 - Technically Infeasible Form

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Scanned Inspection Form (TIFF set resolution to 200 DPI)

The value of *S* has been approved by District 6 ADE.

CS-4401 (6-17)

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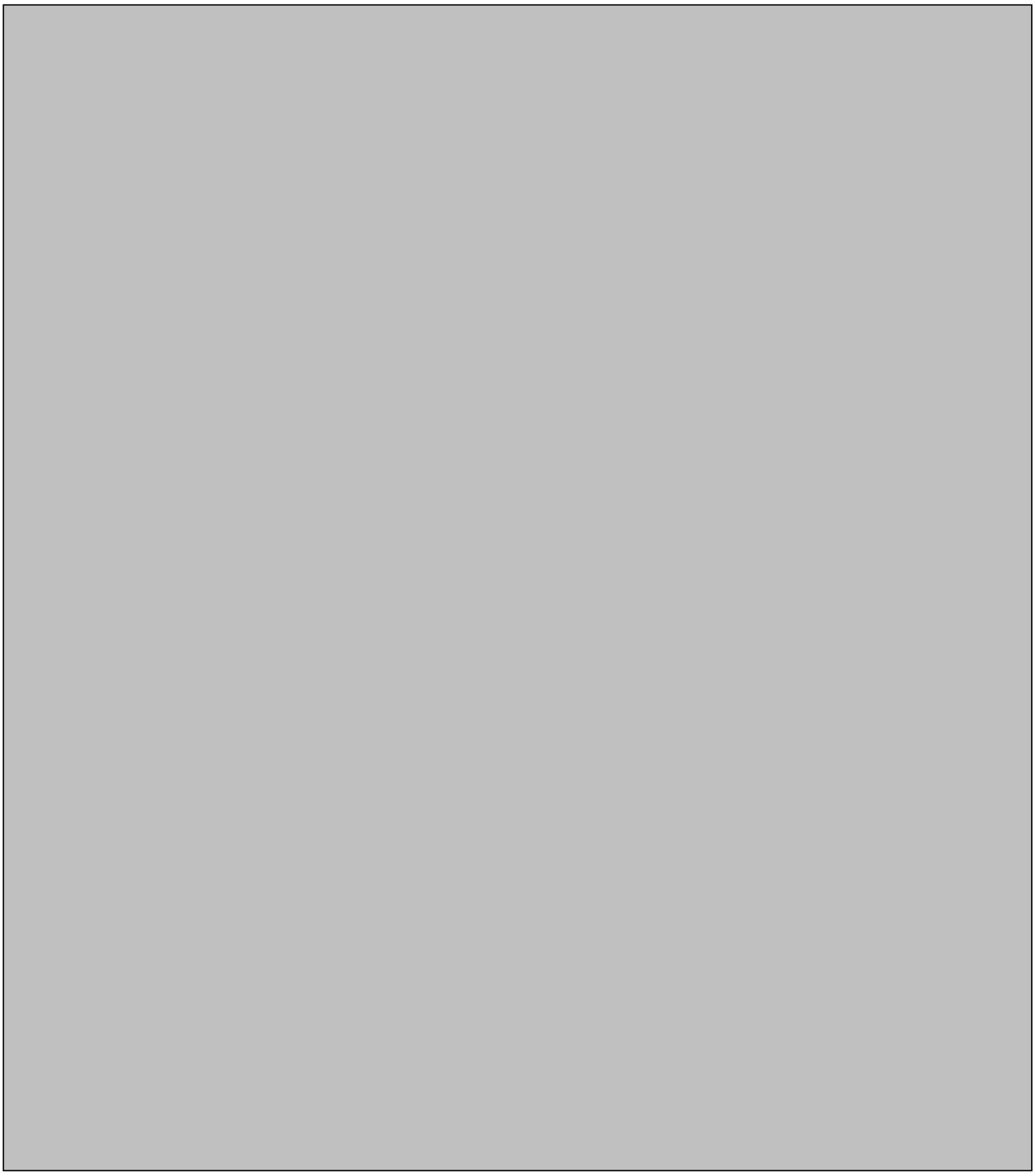
Scanned Inspection Form Continued (TIFF set resolution to 200 DPI)



CS-4401 (6-17)

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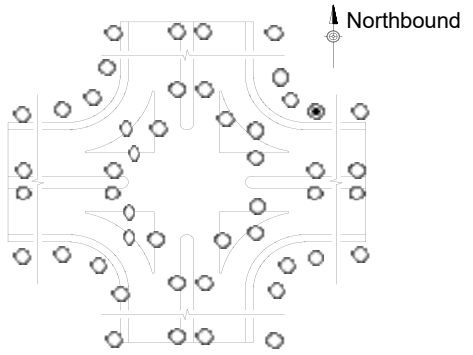
*Date of Investigation (yyyy mm dd)		2023	10	12	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		2.60	%		
Cross Slope in Front of Ramp (Road Profile)		4.00	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108097	Alg Δ Grade	9.3	%	
Intersection Ramp # of #		3	5		
*Ramp Location (Use Figure Below)			09		
*Curb Ramp Type	Type 1				
*North Leg		(segment)	(offset)		
*North Leg Desc.					
*East Leg	Spruce	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	Front	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Spruce	(segment)	(offset)		
*West Leg Desc.	St				



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-SpruceSt-FrontSt-SpruceSt-2023-10-12-9-Type1	
* Status	Current	
Level of Service	Ex - Provides Max Access	

CS-4401 (6-17)

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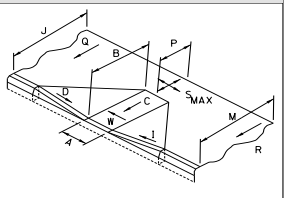
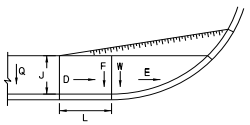
See the last tab of this workbook for instructions

TYPE 1



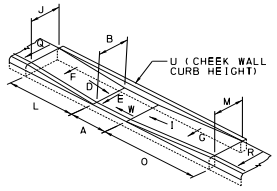
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



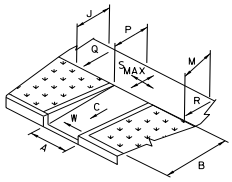
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



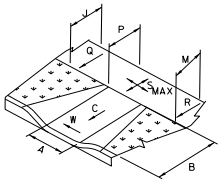
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



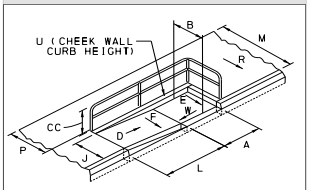
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



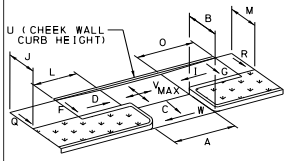
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



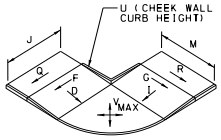
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



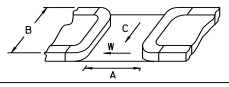
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

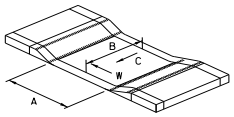


MAX ALG. CHANGE IN GRADE _____ %

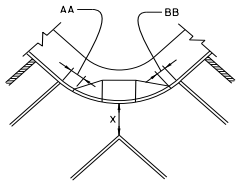
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	123	(IN)
*	C	6.70	(%)
*	D	8.50	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	10.50	(%)
*	J	228	(IN)
	K		(IN)
	L		(IN)
*	M	228	(IN)
	N		(IN)
	O		(IN)
*	P	49	(IN)
*	Q	1.30	(%)
*	R	1.60	(%)
*	S	1.40	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	4.10	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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See the last tab of this workbook for instructions

Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

(03-20)

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Department of Transportation

Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

*Add Location to Transition Plan [ ] Yes [ ] No

Suggested Repair

Approx. Repair Costs

Actual Repair Costs

Actual Repair

Date Repaired

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [x] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Other 1 Ramp Location / Train
- [ ] Other 2
- [ ] Other 3
- [ ] Other 4

General Information

*District: 06

*County: Philadelphia

*Township/Boro: Philadelphia City

Project ECMS # 108007

Submitter Information

Submitted By: Joseph P. Michitte, P.E.

Subcontractor Company: BL Companies

Street Address: 515 Route 141

City State Zip: Glenn Hill, NJ 08052

Telephone: 856-465-8401

*Date Submitted: December 9, 2022

Project Information

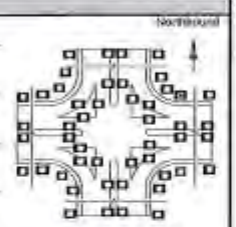
Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [x] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [ ] Other

Pedestrian Traffic	[x] Yes	[ ] No
Pedestrian Trip Generators	[ ] Yes	[x] No
Safety Concerns	[ ] Yes	[x] No
R9-3A "No Peds" Signs	[ ] Yes	[x] No
Existing Crosswalk	[x] Yes	[ ] No
Existing Sidewalk	[x] Yes	[ ] No
Existing Push Buttons	[ ] Yes	[x] No

ADT 2,000

Location Identification



*SR North - Segment, Offset

Front Street

*SR South - Segment, Offset

Spruce Street

*SR East - Segment, Offset

Spruce Street

*SR West - Segment, Offset

09

Location #

Investigated design alternatives	Why alternative was not selected
1.) Provide Asphalt Adjustment	This is infeasible because there is no reason for asphalt adjustment.
2.) Relocate ramp West	This would increase the ramp cross slope.
3.) Relocate Ramp East	This would increase the ramp cross slope.

Alternative selected and description of what requirement is not met

A ramp with a compliant ramp cross slope of 2.00%, and a flare slope of 10.00% could not be met; a non-compliant ramp with a ramp cross slope of 4.75% and a flare slope of 11.80% is to be constructed at location 09. This design provides access to the maximum extent feasible.

ADA Review Committee Recommendation

[x] Approved Paul M. Lutz

[ ] Denied ADA Review Committee Chair - Date

ADE of Design Approval Status

[x] Approved Francis Hanney

[ ] Denied District ADE of Design - Date

TIF #: TIF-06-Philadelphia-Philadelphia-CSAD-Front Street-Spruce Street-Spruce Street-SR-Dec 9, 2022

(TIF Number automatically assigned. All fields marked with * provide data for TIF #)

Sheet 1 - Technically Infeasible Form

(Print with a PCL Driver)

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Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

Provide Asphalt Adjustment: Providing an asphalt adjustment is infeasible because there is no reasoning for it; there is no existing low point nor ponding in front of the ramp. Therefore, an asphalt adjustment is not provided.

Investigated Design Alternative #2

Relocate Ramp West: Relocating the ramp west would increase the ramp cross slope to 10.74%, greater than the provided 4.75% ramp cross slope. This would also relocate the ramp closer to the existing inlet to the west of the ramp. Therefore, the ramp has not been relocated west.

Investigated Design Alternative #3

Relocate Ramp East: Relocating the ramp east would increase the ramp cross slope to 5.63%, greater than the provided 4.75% ramp cross slope. This would also relocate the ramp closer to the existing utility feature within the sidewalk. Therefore, the ramp has not been relocated east.

Summary

A ramp with a compliant ramp cross slope of 2.00%, and a flare slope of 10.00% could not be met; a non-compliant ramp with a ramp cross slope of 4.75% and a flare slope of 11.88% is to be constructed at location 09. This design provides access to the maximum extent feasible.

TIF #: [illegible]

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

Sheet 5 – Technically Infeasible Form

CS-4401 (6-17)

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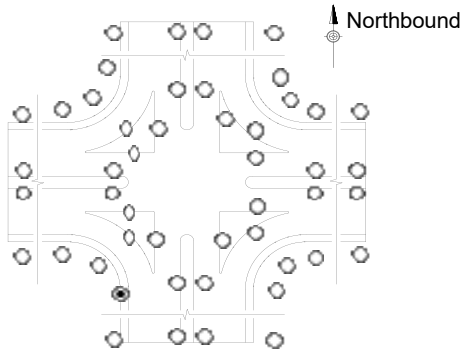
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2023	10	12		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Local Road				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	Yes				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	2.50	%			
Cross Slope in Front of Ramp (Road Profile)	0.90	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 108097	Alg Δ Grade	8.0	%		
Intersection Ramp # of #	4	5			
*Ramp Location (Use Figure Below)		17			
*Curb Ramp Type	Type 1				
*North Leg		(segment)	(offset)		
*North Leg Desc.					
*East Leg	Spruce	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	Front	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Spruce	(segment)	(offset)		
*West Leg Desc.	St				



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-SpruceSt-FrontSt-SpruceSt-2023-10-12-17-Type1
* Status	Current
Level of Service	Meets RC-67M

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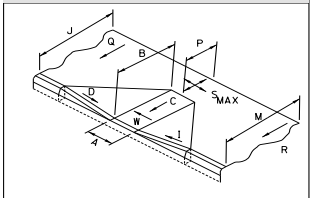
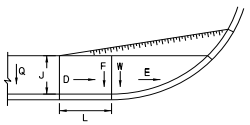
See the last tab of this workbook for instructions

TYPE 1



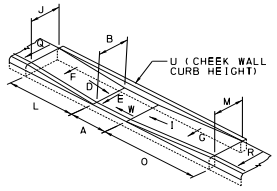
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



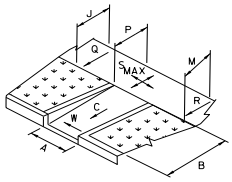
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



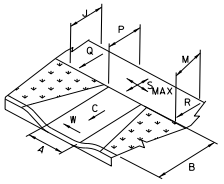
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



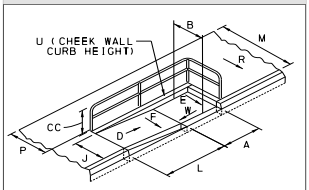
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



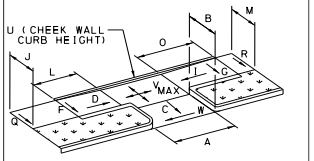
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



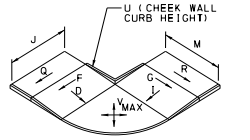
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



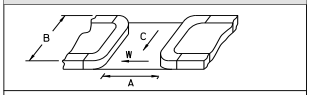
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

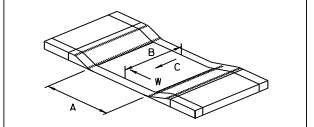


MAX ALG. CHANGE IN GRADE _____ %

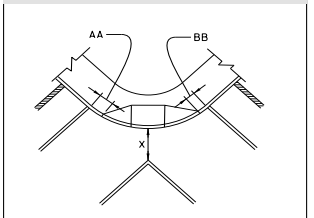
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	52	(IN)
*	C	5.50	(%)
*	D	5.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	3.00	(%)
*	J	165	(IN)
	K		(IN)
	L		(IN)
*	M	138	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	2.20	(%)
*	R	0.60	(%)
*	S	1.20	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.30	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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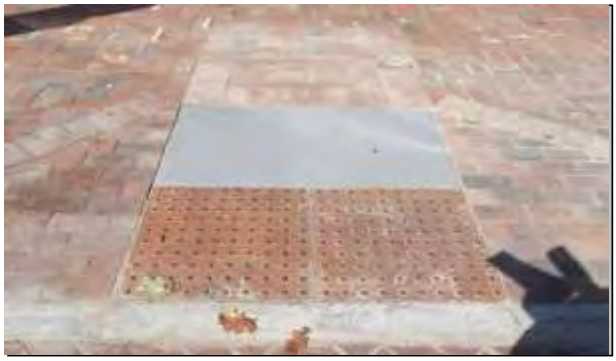
See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4



Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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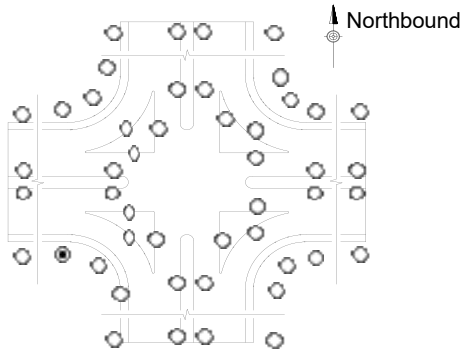
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2023	10	12	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Local Road			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		Yes			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		3.40	%		
Cross Slope in Front of Ramp (Road Profile)		3.60	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	108097	Alg Δ Grade	16.6	%	
Intersection Ramp # of #		5	5		
*Ramp Location (Use Figure Below)			19		
*Curb Ramp Type	Type 1				
*North Leg		(segment)	(offset)		
*North Leg Desc.					
*East Leg	Spruce	(segment)	(offset)		
*East Leg Desc.	St				
*South Leg	Front	(segment)	(offset)		
*South Leg Desc.	St				
*West Leg	Spruce	(segment)	(offset)		
*West Leg Desc.	St				



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-SpruceSt-FrontSt-SpruceSt-2023-10-12-19-Type1	
* Status	Current	
Level of Service	Ex - Provides Max Access	

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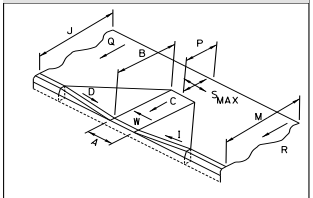
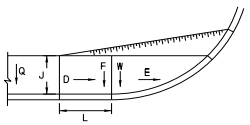
See the last tab of this workbook for instructions

TYPE 1



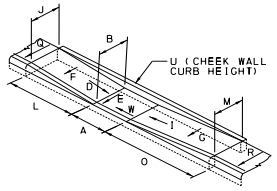
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



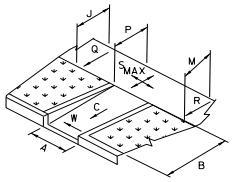
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



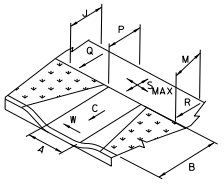
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



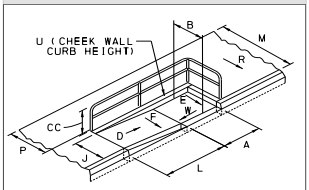
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



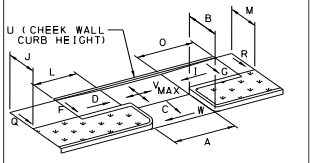
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



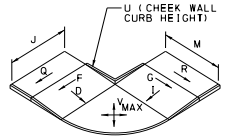
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



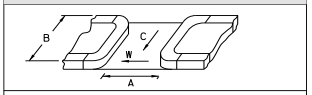
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

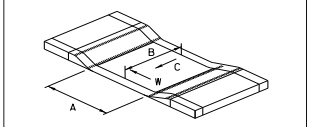


MAX ALG. CHANGE IN GRADE _____ %

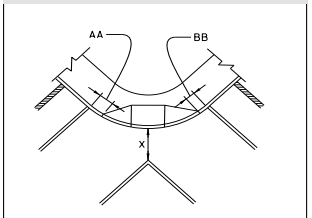
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	91	(IN)
*	C	13.20	(%)
*	D	9.50	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	2.40	(%)
*	J	165	(IN)
	K		(IN)
	L		(IN)
*	M	138	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	3.50	(%)
*	R	4.90	(%)
*	S	4.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.50	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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See the last tab of this workbook for instructions

Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

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Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Facility Type

- [x] Curb Ramp
- [ ] Sidewalk
- [ ] Ped. Push Button
- [ ] Ped. Signal
- [ ] Other

Complete Section Below to ADD Location to Transition Plan

*Add Location to Transition Plan [ ] Yes [ ] No

Suggested Repair

Approx. Repair Costs

Actual Repair Costs

Actual Repair

Date Repaired

Justification for Technically Infeasible

(check all that apply)

- [ ] Limited Right-of-Way
- [ ] Existing Utilities
- [x] Structures, Buildings, Vaults
- [x] Historic Areas
- [ ] Environmental Areas
- [ ] Grade Separations
- [x] Other 1 Ramp Location / Tie-in
- [ ] Other 2
- [ ] Other 3
- [ ] Other 4

General Information

*District: 06

*County: Philadelphia

*Township/Boro: Philadelphia City

Project ECMS # 308037

Submitter Information

Submitted By: Joseph P. Michiels, P.E.

Submitter Company: RL Companies

Street Address: 588 Route 312

City State Zip: Cherry Hill, NJ 08002

Telephone: 856-488-6401

*Date Submitted: December 9, 2022

Project Information

Project Type

- [ ] Resurfacing Project
- [ ] Signal Project
- [ ] Widening Project
- [x] Reconstruction
- [ ] New Construction (Tech Infeasible normally N/A)
- [ ] Other

Pedestrian Traffic	[x] Yes	[ ] No
Pedestrian Trip Generators	[ ] Yes	[x] No
Safety Concerns	[ ] Yes	[x] No
R9-3A "No Peds" Signs	[ ] Yes	[x] No
Existing Crosswalk	[x] Yes	[ ] No
Existing Sidewalk	[x] Yes	[ ] No
Existing Push Buttons	[ ] Yes	[x] No

ADT 2,000

Location Identification

Northbound

*SR North - Segment, Offset

Front Street

*SR South - Segment, Offset

Spruce Street

*SR East - Segment, Offset

Spruce Street

*SR West - Segment, Offset

19

Location #

Investigated design alternatives	Why alternative was not selected
1.) Provide Asphalt Adjustment	This is infeasible because there is no reason for asphalt adjustment.
2.) Relocate ramp West	This would increase the ramp and landing slopes.
3.) Provide Checkwall	This is infeasible due to the historic nature of the intersection.

Alternative selected and description of what requirement is not met

A ramp with a compliant ramp slope of 8.33% and landing slope of 2.00% could not be met; a non-compliant ramp with a ramp slope of 15.23% and landing slope of 5.58% is to be constructed at location 19. This design provides access to the maximum extent feasible.

ADA Review Committee Recommendation

[x] Approved Paul M. Lutz Digitally signed by Paul M. Lutz Date: 2023.04.06 15:40:31 -04'00'

[ ] Denied ADA Review Committee Chair - Date

ADE of Design Approval Status

[x] Approved Francis Hanney Digitally signed by Francis Hanney Date: 2023.04.07 10:07:38 -04'00'

[ ] Denied District ADE of Design - Date

TIF #: TIF-06-Philadelphia-Philadelphia City-G-Front Street-Station 106-0 (Initial Period) 06 Dec 8, 2022

(TIF Number automatically assigned. All things marked with * provide data for TIF #)

Sheet 1 - Technically Infeasible Form

(Print with a PCL Driver)

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Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

Provide Asphalt Adjustment: Providing an asphalt adjustment is infeasible because there is no reasoning for it; there is no existing low point nor ponding in front of the ramp. Therefore, an asphalt adjustment is not provided.

Investigated Design Alternative #2

Relocate Ramp West: Relocating the ramp west would decrease the gutter elevations in front of the ramp, which would increase the ramp and landing slopes. Therefore, the ramp has not been relocated west.

Investigated Design Alternative #3

Provide Cheekwall: Providing a cheekwall along the back of the sidewalk is infeasible due to the historical nature of the intersection. The historic district is the Society Hill Historic District. No building changes and/or cheekwalls have been provided at this historic district.

Summary

A ramp with a compliant ramp slope of 8.33% and landing slope of 2.00% could not be met; a non-compliant ramp with a ramp slope of 15.29% and landing slope of 5.00% is to be constructed at location 19. This design provides access to the maximum extent feasible.

TIF #:	TIF-06-Philadelphia-Philadelphia City-0 (Front Street) (Spruce Street) (Spruce Street)-19-Dec 3, 2021

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

Sheet 3 - Technically Infeasible Form

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Scanned Inspection Form (TIFF set resolution to 200 DPI)

The value of W has been approved by District 6 ADE.

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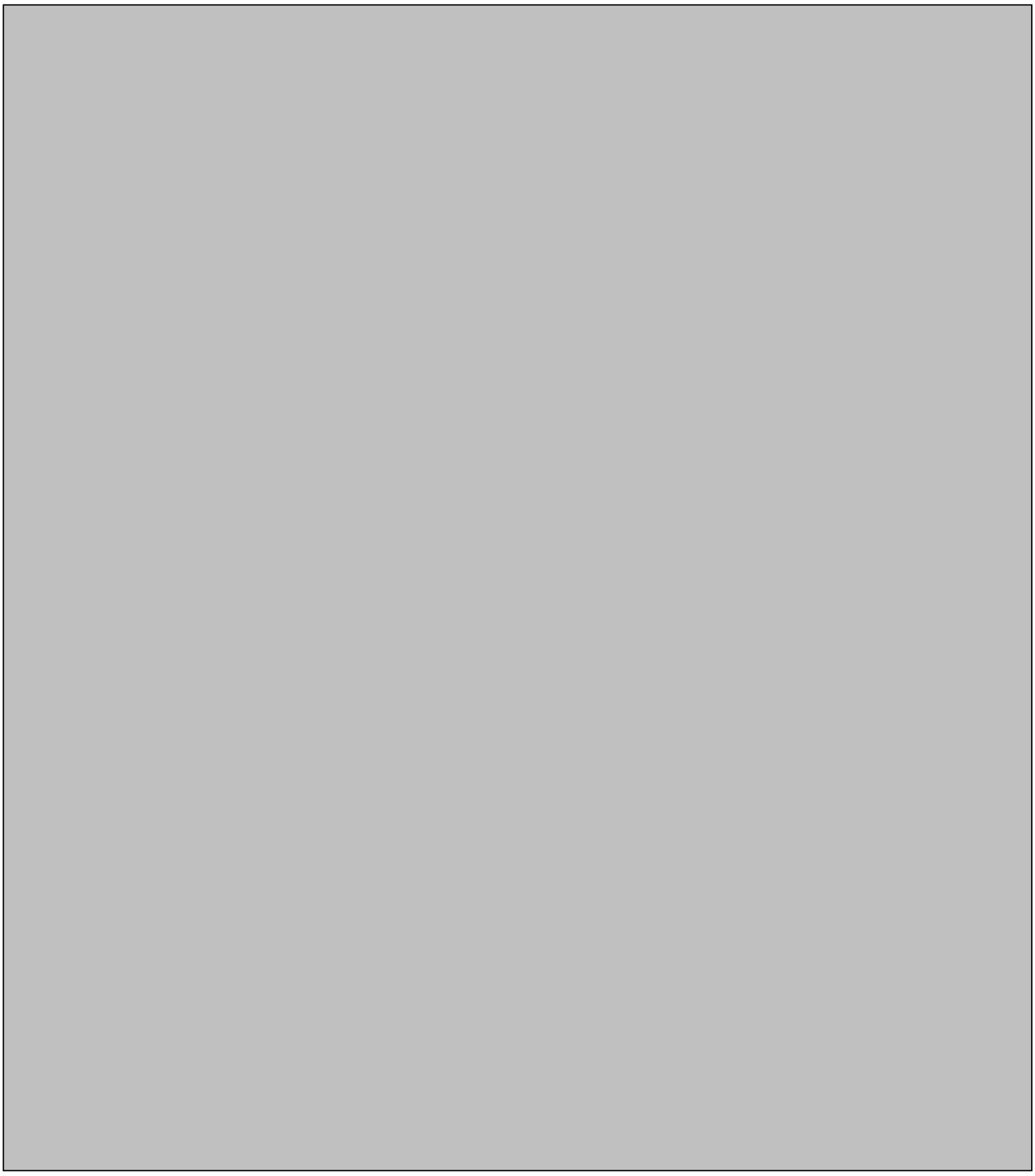
Scanned Inspection Form Continued (TIFF set resolution to 200 DPI)



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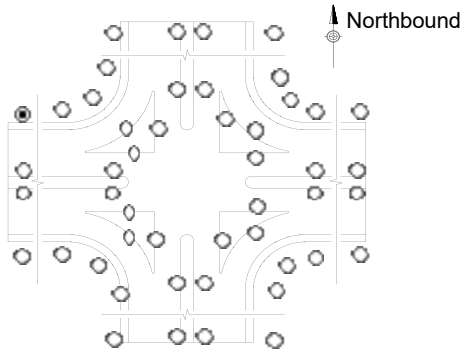
*Date of Investigation (yyyy mm dd)		2024	03	28	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Both			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		1.30	%		
Cross Slope in Front of Ramp (Road Profile)		3.20	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	110965	Alg Δ Grade	8.5	%	
Intersection Ramp # of #		1	5		
*Ramp Location (Use Figure Below)			01		
*Curb Ramp Type		Type 1			
*North Leg	Elberon	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	Rhawn St	(segment)	(offset)		
*East Leg Desc.	SR	0010	0654		
*South Leg	Elberon	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	Rhawn St	(segment)	(offset)		
*West Leg Desc.	SR	0010	0654		



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-ElberonAve-RhawnStSR-ElberonAve-RhawnStSR-2024-03-28-1-Type1	
* Status	Current	
Level of Service	Ex - Provides Max Access	

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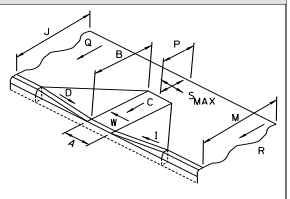
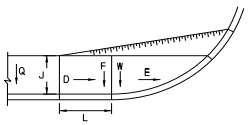
TYPE 1



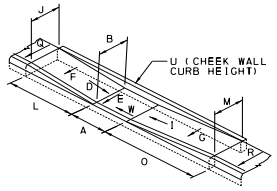
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



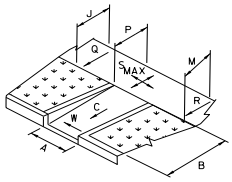
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



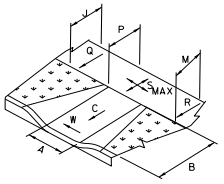
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



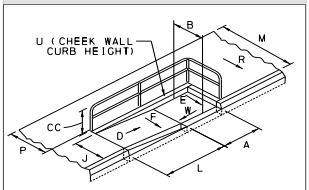
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



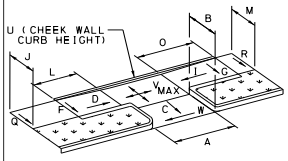
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



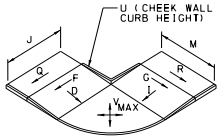
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



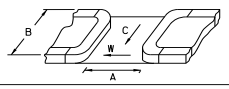
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

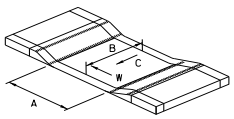


MAX ALG. CHANGE IN GRADE _____ %

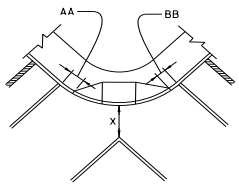
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	72	(IN)
*	B	36	(IN)
*	C	7.20	(%)
*	D	1.30	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	8.10	(%)
*	J	100	(IN)
	K		(IN)
	L		(IN)
*	M	999	(IN)
	N		(IN)
	O		(IN)
*	P	73	(IN)
*	Q	4.90	(%)
*	R	-999.00	(%)
*	S	2.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	3.40	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

(03-20)

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Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

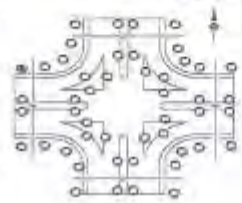
(Used to document design decisions and to be completed before construction)

*Facility Type		Complete Section Below to ADD Location to Transition Plan	
◉ Curb Ramp		*Add Location to Transition Plan	○ Yes ○ No
○ Sidewalk		Suggested Repair	N/A
○ Ped. Push Button		Approx. Repair Costs	N/A
○ Ped. Signal		Actual Repair Costs	N/A
○ Other	CR 1A	Actual Repair	N/A
		Date Repaired	N/A

Justification for Technically Infeasible		General Information	
(check all that apply)		*District:	06
☐ Limited Right-of-Way		*County:	Philadelphia
☐ Existing Utilities		*Township/Boro:	Philadelphia City
☐ Structures, Buildings, Vaults		Project ECMS #	107632
☐ Historic Areas			
☐ Environmental Areas			
☐ Grade Separations			
☑ Other 1	Existing road slope		
☐ Other 2			
☐ Other 3			
☐ Other 4			

Submitter Information	
Submitted By:	Chris Kilvack
Submitter Company:	AVK Consulting
Street Address	[illegible]
City State Zip	Harrisburg, 17111
Telephone	717-779-3374
*Date Submitted:	October 16, 2023

Project Information			Location Identification
Project Type			Northbound
☑ Resurfacing Project			Elberon Ave.
☐ Signal Project			*SR North - Segment Offset
☐ Widening Project			Elberon Ave.
☐ Reconstruction			*SR South - Segment Offset
☐ New Construction (Tech infeasible normally N/A)			SR 1014 - 0010 - 0954
☐ Other			*SR East - Segment Offset
Pedestrian Traffic	◉ Yes	○ No	SR 1014 - 0010 - 0954
Pedestrian Trip Generators	○ Yes	◉ No	*SR West - Segment Offset
Safety Concerns	○ Yes	◉ No	01
R9-3A "No Peds" Signs	○ Yes	◉ No	Location #
Existing Crosswalk	○ Yes	◉ No	
Existing Sidewalk	◉ Yes	○ No	
Existing Push Buttons	○ Yes	◉ No	
ADT	15,083		



Investigated design alternatives:	Why alternative was not selected
1.) Type 2	Proper elevations are not present
2.) Type 4	Grass is not present on either side of the ramp
3.) Lengthening of flare	Would not provide as low of a transition slope to the track

Alternative selected and description of what requirement is not met

Type 1 - The cross slope of the shared landing exceeds the max 2.00%(3.5%)

ADA Review Committee Recommendation		ADE of Design Approval Status	
☑ Approved	Paul M. Lutz	☑ Approved	Ashwin B. Patel, P.E.
○ Denied	ADA Review Committee Chair - Date	○ Denied	District ADE of Design - Date

TIF #: [illegible]

(TIF Number automatically assigned. All fields marked with * provide data for TIF #)

Sheet 1 - Technically Infeasible Form

(Print with a PCL Driver)

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Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

A Type 2 was investigated and it was determined that the required elevations could not be met with this type of ramp. Due to the existing road slopes and required PAR movement, a type 1 would be more practical.

Investigated Design Alternative #2

A Type 4 ramp was investigated at this location. There is no grass present at this location to categorized this design as a Type 4.

Investigated Design Alternative #3

Langthening of the flare was investigated and it was determined that the transiton slope from the track to the top of the flare would not be as gradual of a slope shown in the design. Besides the required 4in reveal curb, the existing road slopes causes this flare to not be compliant.

Summary

A Type 1 was chosen for this location because this type of design provides access to the maximum extent feasible. The cross slope of the shared landing exceeds the max 2.00%(3.5%). This is due to the gutterline slope at the front of the ramp which is at 3.5%. We are proposing an asphalt adjustment 1.5 inches to the left side of the ramp to help lower the existing cross slope (5.7%). We did attempt to transition from 3.5% to a 1.8% cross slope for the landing but this would cause either the water to flow onto the landing or increase the longitudinal slope of the road on the right side of the ramp. This would cause the A.G.D. to exceed the max 13.33%.

TIF #: TIF-06-Philadelphia-Philadelphia City-(Elberon Ave)-(Elberon Ave)-(SR 1014 - 0010 - 0854)-(SR 1014 - 0010 - 0

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

Sheet 2 - Technically Infeasible Form

CS-4401 (6-17)

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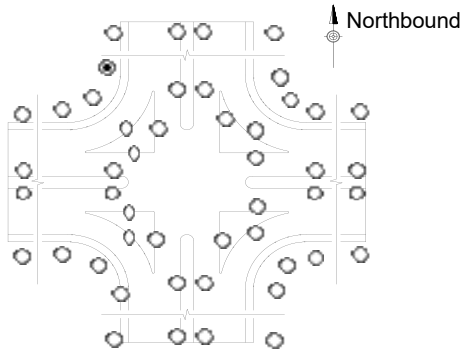
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	03	28		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Both				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	No				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	2.20	%			
Cross Slope in Front of Ramp (Road Profile)	2.00	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	No				
ECMS # 110965	Alg Δ Grade	8.8	%		
Intersection Ramp # of #	2	5			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				
*North Leg	Elberon	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	Rhawn St	(segment)	(offset)		
*East Leg Desc.	SR	0010	0654		
*South Leg	Elberon	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	Rhawn St	(segment)	(offset)		
*West Leg Desc.	SR	0010	0654		



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-ElberonAve-RhawnStSR-ElberonAve-RhawnStSR-2024-03-28-4-Type1
* Status	Current
Level of Service	Ex - Provides Max Access

CS-4401 (6-17)

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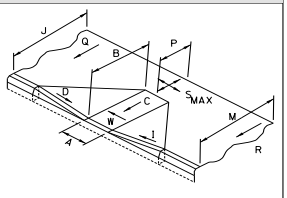
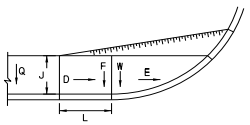
See the last tab of this workbook for instructions

TYPE 1



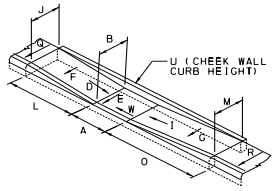
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



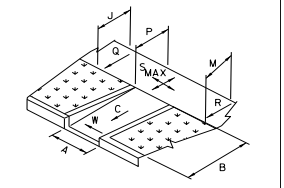
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



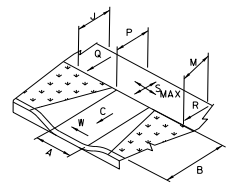
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



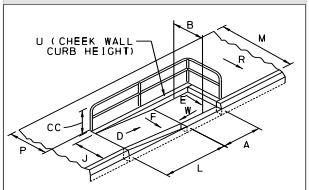
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



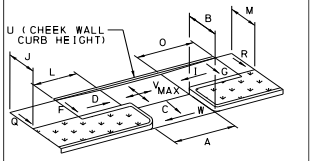
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



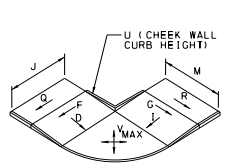
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



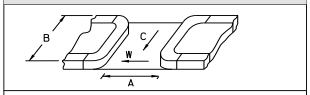
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

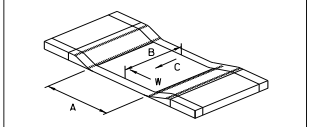


MAX ALG. CHANGE IN GRADE _____ %

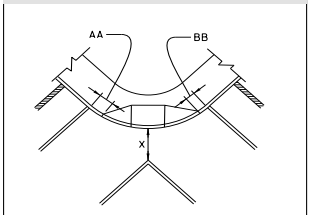
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	60	(IN)
*	B	77	(IN)
*	C	6.60	(%)
*	D	7.80	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	-999.00	(%)
*	J	48	(IN)
	K		(IN)
	L		(IN)
*	M	999	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	0.10	(%)
*	R	-999.00	(%)
*	S		(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	3.10	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

(03-20)

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Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

Facility Type

- (•) Curb Ramp
- ( ) Sidewalk
- ( ) Ped. Push Button
- ( ) Ped. Signal
- ( ) Other CR 2A

Complete Section Below to ADD Location to Transition Plan

*Add Location to Transition Plan	( ) Yes	( ) No
Suggested Repair	N/A	
Approx. Repair Costs	N/A	
Actual Repair Costs	N/A	
Actual Repair	N/A	
Date Repaired	N/A	

Justification for Technically Infeasible

(check all that apply)

- ☐ Limited Right-of-Way
- ☐ Existing Utilities
- ☑ Structures, Buildings, Vaults
- ☐ Historic Areas
- ☐ Environmental Areas
- ☐ Grade Separations
- ☑ Other 1 Existing road slopes
- ☐ Other 2
- ☐ Other 3
- ☐ Other 4

General Information

*District:	06
*County:	Philadelphia
*Township/Boro:	Philadelphia City
Project ECMS #	107632

Submitter Information

Submitted By:	Chris Kloeck
Submitter Company:	AWK Consulting
Street Address	[redacted]
City State Zip	Harrisburg, 17111
Telephone	717.775.3074
*Date Submitted:	August 25, 2023

Project Information

Project Type

- ☑ Resurfacing Project
- ☐ Signal Project
- ☐ Widening Project
- ☐ Reconstruction
- ☐ New Construction (Tech Infeasible normally N/A)
- ☐ Other

Pedestrian Traffic	( ) Yes	(•) No
Pedestrian Trip Generators	( ) Yes	(•) No
Safety Concerns	( ) Yes	(•) No
R9-3A "No Peds" Signs	( ) Yes	(•) No
Existing Crosswalk	( ) Yes	(•) No
Existing Sidewalk	(•) Yes	( ) No
Existing Push Buttons	( ) Yes	(•) No

ADT 16,060

Location Identification

Northbound

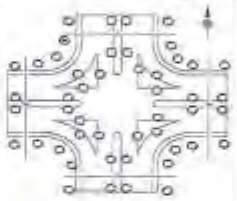
Elberon Ave.
*SR North - Segment, Offset

Elberon Ave.
*SR South - Segment, Offset

SR 1014 - 0010 - 0854
*SR East - Segment, Offset

SR 1014 - 0010 - 0854
*SR West - Segment Offset

04
Location #



Investigated design alternatives	Why alternative was not selected
A Type 1 was chosen for this location. The pro	Proper elevations are not present
2.) Type 1	There is grass present at this location
3.) Lengthening of flare	Location of existing inlet

Alternative selected and description of what requirement is not met

Type 1 - The proposed slope of the triangular landing exceeds the max 2.00%(4.0%).

ADA Review Committee Recommendation	ADE of Design Approval Status
(•) Approved	(•) Approved
( ) Denied	( ) Denied
Paul M. Lutz [redacted]	Ashwin B. Patel, P.E. [redacted]
ADA Review Committee Chair - Date	District ADE of Design - Date

TIP #: [redacted]

*(TIP Number automatically assigned. All fields marked with * provide data for TIP #)*

Sheet 1 - Technically Infeasible Form

(Print with a PCL Driver)

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Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

A Type 2 was investigated and it was determined that the required elevations could not be met with this type of ramp. Due to the existing road slopes and required PAR movement, a type 1 would be more practical.

Investigated Design Alternative #2

Type 1 was investigated and it was determined that there is grass present in which then this ramp is technically a type 4.

Investigated Design Alternative #3

Lengthening of the flare was investigated and it was determined this was not possible due to the existing inlet at this location.

Summary

A Type 1 was chosen for this location. The proposed slope of the triangular landing exceeds the max 2.00%(4.0%) to help prevent ponding and help maintain a A.G.D. lower than 13.33%(13.0%) This type of design provides access to the maximum extent feasible.

TIF #: [illegible]

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

Sheet 2 – Technically Infeasible Form

CS-4401 (6-17)

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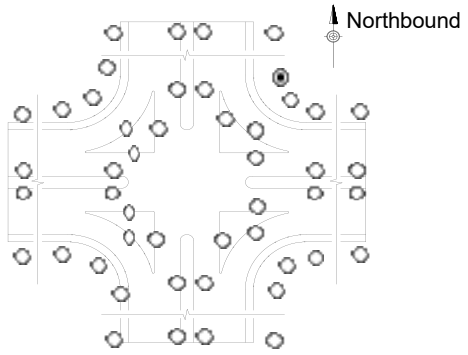
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	03	28	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Both			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		0.40	%		
Cross Slope in Front of Ramp (Road Profile)		2.30	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	110965	Alg Δ Grade	7.2	%	
Intersection Ramp # of #		3	5		
*Ramp Location (Use Figure Below)			07		
*Curb Ramp Type	Type 1				
*North Leg	Elberon	(segment)	(offset)		
*North Leg Desc.	Ave				
*East Leg	Rhawn St	(segment)	(offset)		
*East Leg Desc.	SR	0010	0654		
*South Leg	Elberon	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	Rhawn St	(segment)	(offset)		
*West Leg Desc.	SR	0010	0654		



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-ElberonAve-RhawnStSR-ElberonAve-RhawnStSR-2024-03-28-7-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

CS-4401 (6-17)

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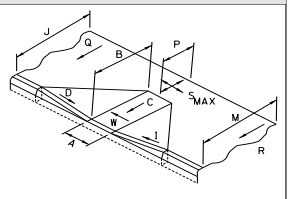
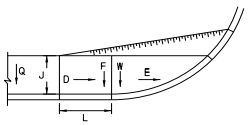
See the last tab of this workbook for instructions

TYPE 1



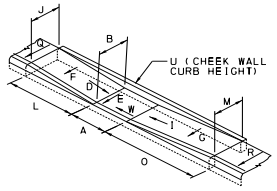
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



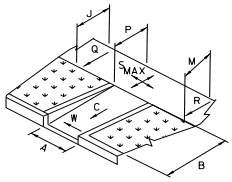
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



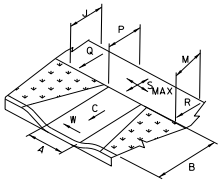
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



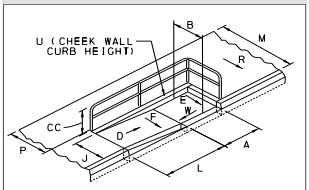
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



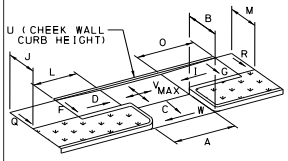
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



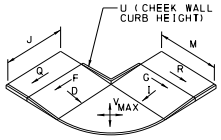
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



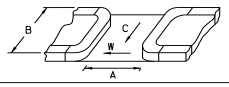
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

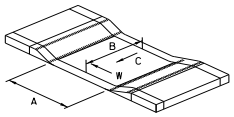


MAX ALG. CHANGE IN GRADE _____ %

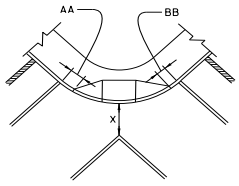
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	32	(IN)
*	C	6.80	(%)
*	D	-999.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	7.10	(%)
*	J	59	(IN)
	K		(IN)
	L		(IN)
*	M	76	(IN)
	N		(IN)
	O		(IN)
*	P	58	(IN)
*	Q	5.00	(%)
*	R	0.60	(%)
*	S	0.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.30	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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See the last tab of this workbook for instructions

Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

(03-20)

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Forward Completed Forms to District ADA Coordinator

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- (●) Curb Ramp
- ( ) Sidewalk
- ( ) Ped. Push Button
- ( ) Ped. Signal
- ( ) Other: CR 3A

Complete Section Below to ADD Location to Transition Plan

*Add Location to Transition Plan	( ) Yes (●) No
Suggested Repair	N/A
Approx. Repair Costs	N/A
Actual Repair Costs	N/A
Actual Repair	N/A
Date Repaired	N/A

Justification for Technically Infeasible

(check all that apply)

- ☐ Limited Right-of-Way
- ☐ Existing Utilities
- ☑ Structures, Buildings, Vaults
- ☐ Historic Areas
- ☐ Environmental Areas
- ☐ Grade Separations
- ☑ Other 1: Ramp location
- ☐ Other 2:
- ☐ Other 3:
- ☐ Other 4:

General Information

*District:	06
*County:	Philadelphia
*Township/Boro:	Philadelphia City
Project ECMS #:	107632

Submitter Information

Submitted By:	Chris Kissock
Submitter Company:	AMK Consulting
Street Address:	836 S. 28th St.
City State Zip:	Harrisburg, 17111
Telephone:	717-775-3374
*Date Submitted:	October 12, 2023

Project Information

Project Type

- ☑ Resurfacing Project
- ☐ Signal Project
- ☐ Widening Project
- ☐ Reconstruction
- ☐ New Construction (Tech Infeasible normally N/A)
- ☐ Other

Pedestrian Traffic	( ) Yes	(●) No
Pedestrian Trip Generators	( ) Yes	(●) No
Safety Concerns	( ) Yes	(●) No
R9-3A "No Peds" Signs	( ) Yes	(●) No
Existing Crosswalk	( ) Yes	(●) No
Existing Sidewalk	(●) Yes	( ) No
Existing Push Buttons	( ) Yes	(●) No

ADT: 15,083

Location Identification

Northbound

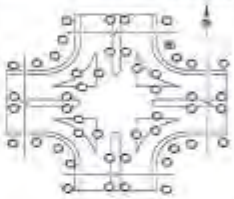
Elberon Ave.
*SR (North - Segment, Offset)

Elberon Ave.
*SR South - Segment, Offset

SR 1014 - 0010 - 0654
*SR East - Segment, Offset

SR 1014 - 0010 - 0654
*SR West - Segment Offset

07
Location #



Investigated design alternatives:	Why alternative was not selected
1.) Type 2	Proper elevations are not present
2.) Type 1	Design proposes grade to be present on one side of the ramp.
3.) Blended Transition	Requested PAR does not call for this type of ramp.

Alternative selected and description of what requirement is not met

Type 4 - The longitudinal slope of the triangular landing exceeds the max 2.00%(4.1%).Sidewalk width is below the minimum 4.00ft (3.58ft) at the the tie in.

ADA Review Committee Recommendation

(●) Approved
( ) Denied

Paul M. Lutz
ADA Review Committee Chair - Date

ADE of Design Approval Status

(●) Approved
( ) Denied

Ashwin B. Patel, P.E.
District ADE of Design - Date

TIP #:

(TIP Number automatically assigned. All fields marked with * provide data for TIP #)

Sheet 1 - Technically Infeasible Form

(Print with a PDL Driver)

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Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

A Type 2 was investigated and it was determined that the required elevations could not be met with this type of ramp. Due to the existing road slopes and required PAR movement, a type 4 would be more practical and lessen the impact on the wall at the back of the sidewalk.

Investigated Design Alternative #2

A Type 1 ramp was investigated at this location. The design proposes that the concrete around the fire hydrant to be removed and replaced with grass which would technically label this ramp as a type 4. Though this type of ramp would provide the necessary slopes to lessen the impact on the wall located at the back edge of the sidewalk.

Investigated Design Alternative #3

Blended transition was investigated and it was determined that the requested PAR does not call for this type of ramp. In addition, this type of ramp would not been able to reach the necessary elevations and would significantly impact the existing wall.

Summary

A Type 4 was chosen for this location. The longitudinal slope of the triangular landing exceeds the max 2.00%(4.1%) due to the ramp location and existing elevations we tried to reach.We wanted to minimize the impact on the brick wall at the back of the sidewalk as much as possible but also provide a level turning space at the corner. In additon, at the one tie in, the width of the sidewalk is below the minimum 4.00ft (3.58ft) due to the existing inlet cover. This type of design provides access to to the maximum extent feasible.

TIF #: [illegible]

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

Sheet 2 - Technically Infeasible Form

CS-4401 (6-17)

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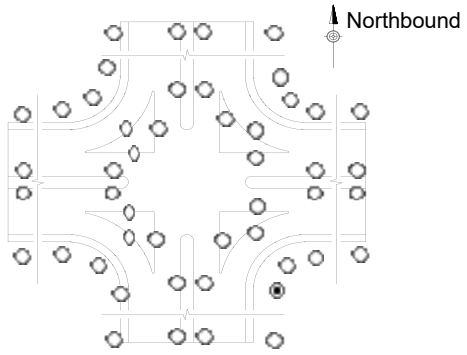
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	03	28	
Field Investigators 1	Donald Slipp			
Field Investigators 2	Marykate Stine			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Both			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Cast Iron			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	-1.50	%		
Cross Slope in Front of Ramp (Road Profile)	1.60	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	No			
ECMS # 110965	Alg Δ Grade	0.6	%	
Intersection Ramp # of #	4	5		
*Ramp Location (Use Figure Below)		14		
*Curb Ramp Type	Type 1			
*North Leg	Elberon	(segment)	(offset)	
*North Leg Desc.	Ave			
*East Leg	Rhawn St	(segment)	(offset)	
*East Leg Desc.	SR	0010	0654	
*South Leg	Elberon	(segment)	(offset)	
*South Leg Desc.	Ave			
*West Leg	Rhawn St	(segment)	(offset)	
*West Leg Desc.	SR	0010	0654	



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-ElberonAve-RhawnStSR-ElberonAve-RhawnStSR-2024-03-28-14-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

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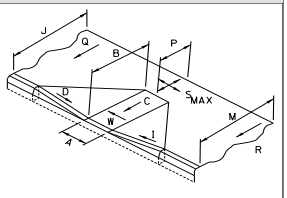
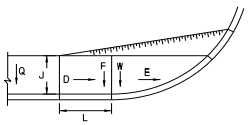
TYPE 1



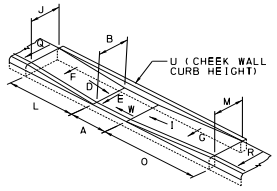
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



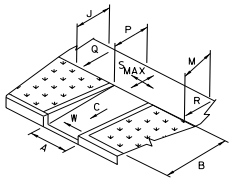
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



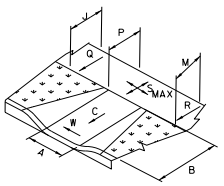
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



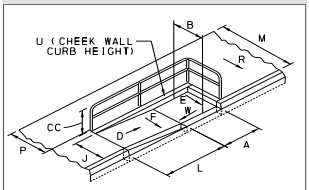
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



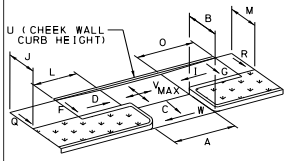
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



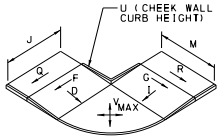
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



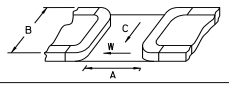
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

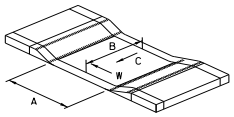


MAX ALG. CHANGE IN GRADE _____ %

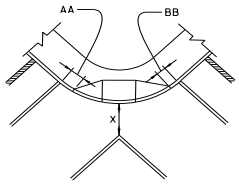
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	84	(IN)
*	B	88	(IN)
*	C	2.10	(%)
*	D	-999.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	-999.00	(%)
*	J	80	(IN)
	K		(IN)
	L		(IN)
*	M	999	(IN)
	N		(IN)
	O		(IN)
*	P	999	(IN)
*	Q	0.40	(%)
*	R	-999.00	(%)
*	S		(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.70	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

C-06-101-60000-ElberonAve-RhawnStSR-ElberonAve-RhawnStSR-2024-03-28-14-Type1

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See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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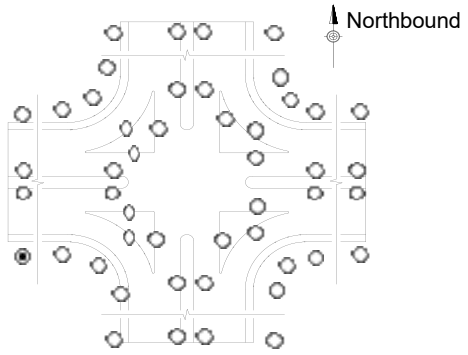
See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	03	28	
Field Investigators 1	Donald Slipp			
Field Investigators 2	Marykate Stine			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Both			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Cast Iron			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	0.70	%		
Cross Slope in Front of Ramp (Road Profile)	2.00	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			
ECMS # 110965	Alg Δ Grade	0.8	%	
Intersection Ramp # of #	5	5		
*Ramp Location (Use Figure Below)		20		
*Curb Ramp Type	Type 1			
*North Leg	Elberon	(segment)	(offset)	
*North Leg Desc.	Ave			
*East Leg	Rhawn St	(segment)	(offset)	
*East Leg Desc.	SR	0010	0654	
*South Leg	Elberon	(segment)	(offset)	
*South Leg Desc.	Ave			
*West Leg	Rhawn St	(segment)	(offset)	
*West Leg Desc.	SR	0010	0654	



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-ElberonAve-RhawnStSR-ElberonAve-RhawnStSR-2024-03-28-20-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

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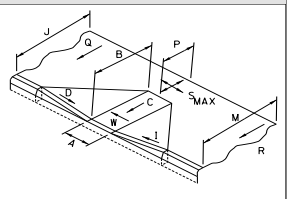
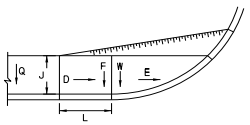
See the last tab of this workbook for instructions

TYPE 1



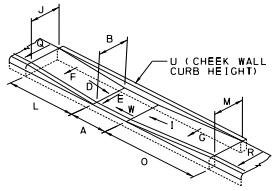
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



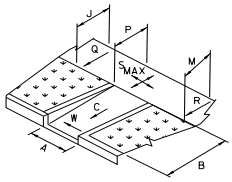
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



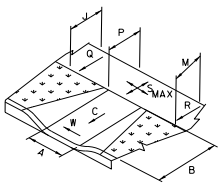
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



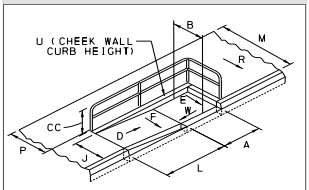
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



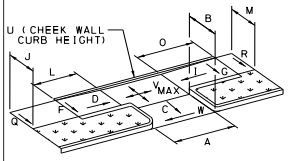
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



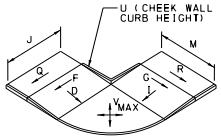
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



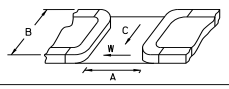
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

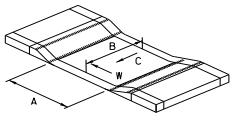


MAX ALG. CHANGE IN GRADE _____ %

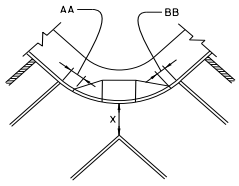
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	72	(IN)
*	B	34	(IN)
*	C	0.10	(%)
*	D	5.40	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	3.10	(%)
*	J	72	(IN)
	K		(IN)
	L		(IN)
*	M	70	(IN)
	N		(IN)
	O		(IN)
*	P	72	(IN)
*	Q	2.70	(%)
*	R	1.10	(%)
*	S	1.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.40	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

pennsylvania
DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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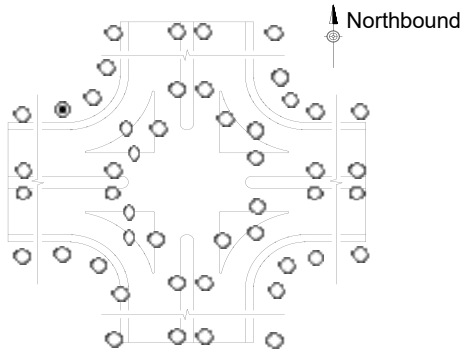
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	04	23		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Both				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	No				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	2.10	%			
Cross Slope in Front of Ramp (Road Profile)	0.10	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 107632	Alg Δ Grade	6.4	%		
Intersection Ramp # of #	1	8			
*Ramp Location (Use Figure Below)	02				
*Curb Ramp Type	Type 1				
*North Leg	Jeannes	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Rhawn St (SR1014)	(segment)	(offset)		
*East Leg Desc.	SR	0010	0887		
*South Leg	Rockwell	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	Rhawn St (SR1014)	(segment)	(offset)		
*West Leg Desc.	SR	0010	0887		



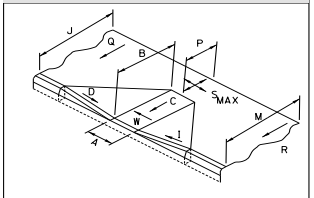
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-JeannesSt-RhawnSt(SR1014)SR-RockwellAve-RhawnSt(SR1014)SR-2024-04-23-2-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

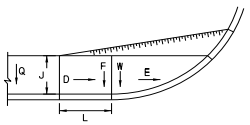
See the last tab of this workbook for instructions

TYPE 1



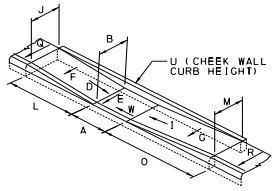
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



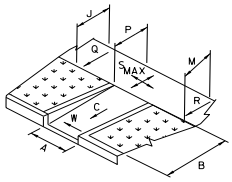
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



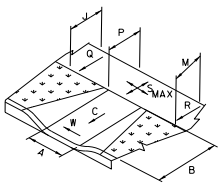
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



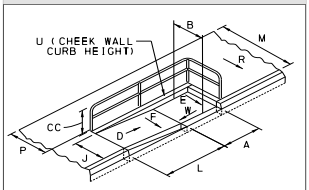
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



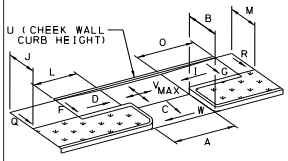
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



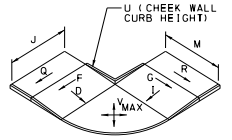
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



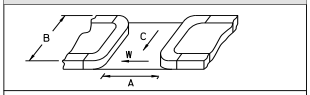
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

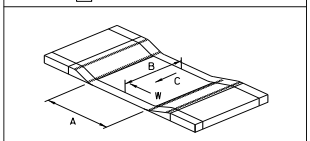


MAX ALG. CHANGE IN GRADE _____ %

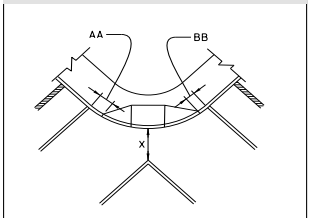
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	49	(IN)
*	B	55	(IN)
*	C	4.30	(%)
*	D	-999.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	8.90	(%)
*	J	173	(IN)
	K		(IN)
	L		(IN)
*	M	155	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	1.60	(%)
*	R	1.20	(%)
*	S	1.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.30	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

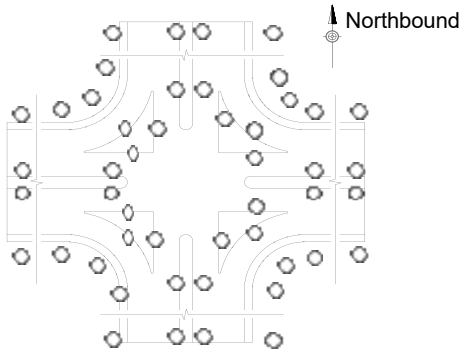
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	04	23		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Both				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	No				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	0.70	%			
Cross Slope in Front of Ramp (Road Profile)	3.40	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 107632	Alg Δ Grade	5.3	%		
Intersection Ramp # of #	2	8			
*Ramp Location (Use Figure Below)		04			
*Curb Ramp Type	Type 1				
*North Leg	Jeannes	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Rhawn St (SR1014)	(segment)	(offset)		
*East Leg Desc.	SR	0010	0887		
*South Leg	Rockwell	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	Rhawn St (SR1014)	(segment)	(offset)		
*West Leg Desc.	SR	0010	0887		



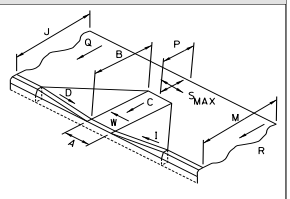
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-JeannesSt-RhawnSt(SR1014)SR-RockwellAve-RhawnSt(SR1014)SR-2024-04-23-4-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

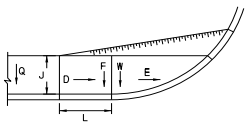
See the last tab of this workbook for instructions

TYPE 1



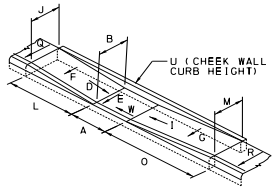
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



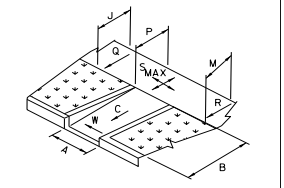
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



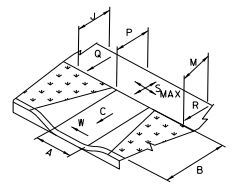
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



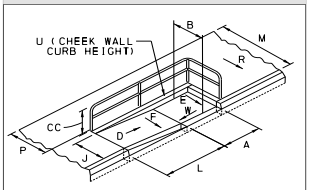
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



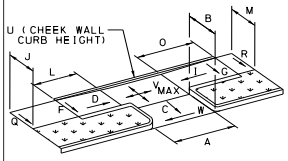
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



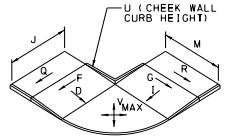
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



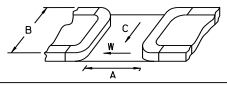
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

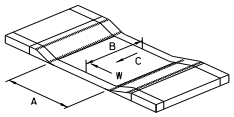


MAX ALG. CHANGE IN GRADE _____ %

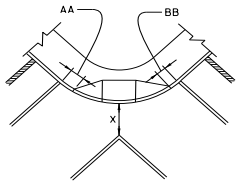
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	43	(IN)
*	C	4.60	(%)
*	D	0.20	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	7.30	(%)
*	J	173	(IN)
	K		(IN)
	L		(IN)
*	M	155	(IN)
	N		(IN)
	O		(IN)
*	P	54	(IN)
*	Q	1.60	(%)
*	R	1.20	(%)
*	S	0.80	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.70	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

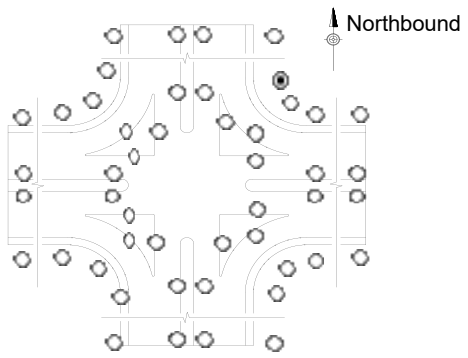
Insert Picture 6

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	04	23		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Both				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	No				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	-4.30	%			
Cross Slope in Front of Ramp (Road Profile)	0.80	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 107632	Alg Δ Grade	2.6	%		
Intersection Ramp # of #	3	8			
*Ramp Location (Use Figure Below)		07			
*Curb Ramp Type	Type 1				
*North Leg	Jeannes	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Rhawn St (SR1014)	(segment)	(offset)		
*East Leg Desc.	SR	0010	0887		
*South Leg	Rockwell	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	Rhawn St (SR1014)	(segment)	(offset)		
*West Leg Desc.	SR	0010	0887		



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-JeannesSt-RhawnSt(SR1014)SR-RockwellAve-RhawnSt(SR1014)SR-2024-04-23-7-Type1
* Status	Current
Level of Service	Meets RC-67M

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DEPARTMENT OF TRANSPORTATION

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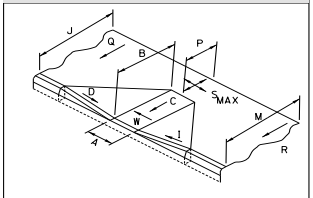
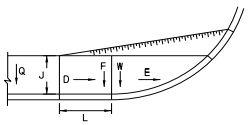
TYPE 1



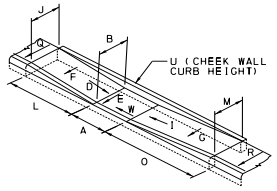
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



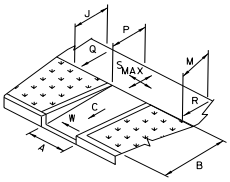
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



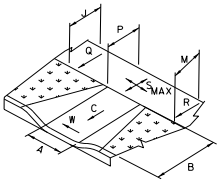
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



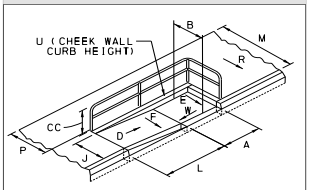
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



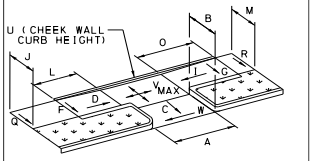
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



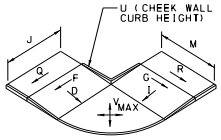
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



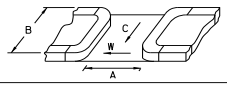
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

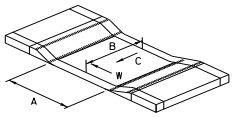


MAX ALG. CHANGE IN GRADE _____ %

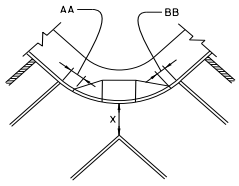
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	45	(IN)
*	C	6.90	(%)
*	D	7.70	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	7.00	(%)
*	J	88	(IN)
	K		(IN)
	L		(IN)
*	M	176	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	5.00	(%)
*	R	4.40	(%)
*	S	2.00	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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DEPARTMENT OF TRANSPORTATION

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Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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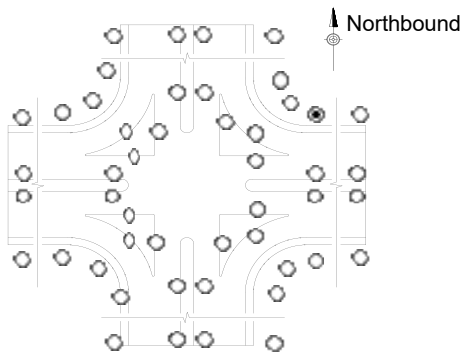
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	04	23		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Both				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	No				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	1.00	%			
Cross Slope in Front of Ramp (Road Profile)	0.90	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 107632	Alg Δ Grade	5.6	%		
Intersection Ramp # of #	4	8			
*Ramp Location (Use Figure Below)		09			
*Curb Ramp Type	Type 1				
*North Leg	Jeannes	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Rhawn St (SR1014)	(segment)	(offset)		
*East Leg Desc.	SR	0010	0887		
*South Leg	Rockwell	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	Rhawn St (SR1014)	(segment)	(offset)		
*West Leg Desc.	SR	0010	0887		



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-JeannesSt-RhawnSt(SR1014)SR-RockwellAve-RhawnSt(SR1014)SR-2024-04-23-9-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

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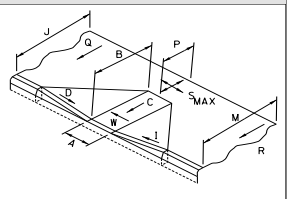
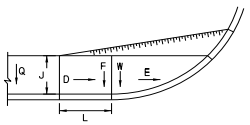
TYPE 1



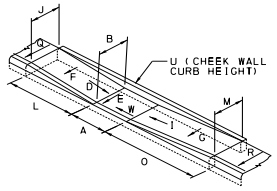
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



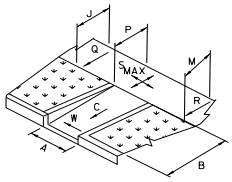
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



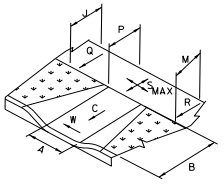
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



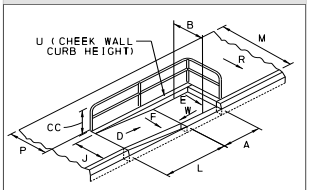
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



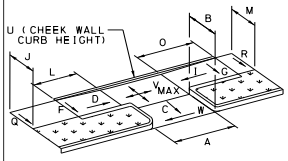
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



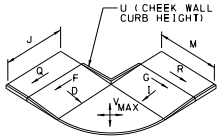
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



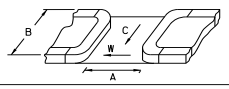
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

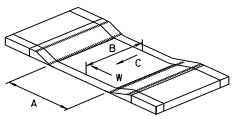


MAX ALG. CHANGE IN GRADE _____ %

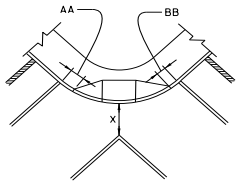
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	36	(IN)
*	C	4.60	(%)
*	D	6.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.70	(%)
*	J	88	(IN)
	K		(IN)
	L		(IN)
*	M	176	(IN)
	N		(IN)
	O		(IN)
*	P	84	(IN)
*	Q	5.00	(%)
*	R	4.40	(%)
*	S	1.10	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.50	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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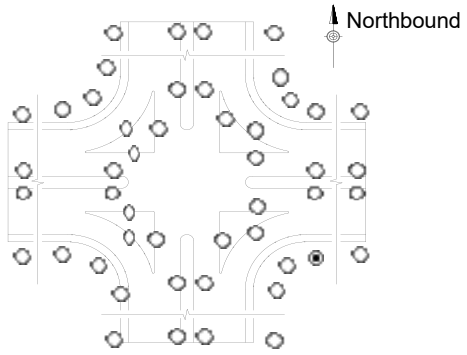
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	04	23	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Both			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		3.90	%		
Cross Slope in Front of Ramp (Road Profile)		0.80	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	107632	Alg Δ Grade	9.0	%	
Intersection Ramp # of #		5	8		
*Ramp Location (Use Figure Below)			12		
*Curb Ramp Type		Type 1			
*North Leg	Jeannes	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Rhawn St (SR1014)	(segment)	(offset)		
*East Leg Desc.	SR	0010	0887		
*South Leg	Rockwell	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	Rhawn St (SR1014)	(segment)	(offset)		
*West Leg Desc.	SR	0010	0887		



Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-JeannesSt-RhawnSt(SR1014)SR-RockwellAve-RhawnSt(SR1014)SR-2024-04-23-12-Type1	
* Status	Current	
Level of Service	Ex - Provides Max Access	

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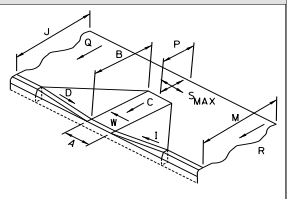
DEPARTMENT OF TRANSPORTATION

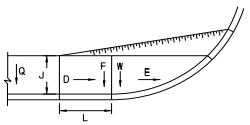
See the last tab of this workbook for instructions

TYPE 1



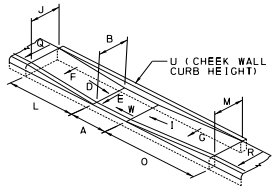
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



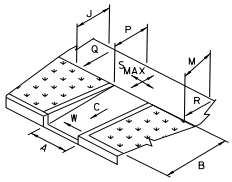
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



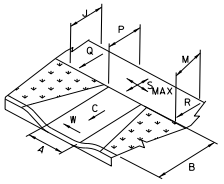
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



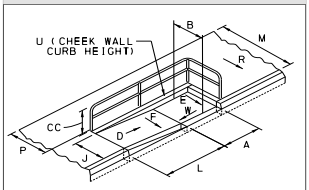
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



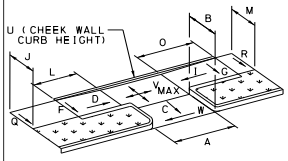
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



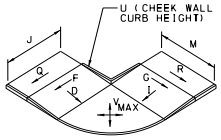
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



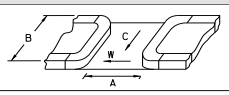
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

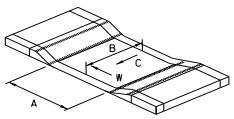


MAX ALG. CHANGE IN GRADE _____ %

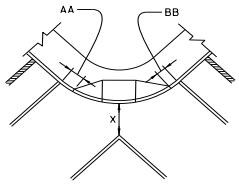
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	102	(IN)
*	C	5.10	(%)
*	D	10.40	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	1.70	(%)
*	J	82	(IN)
	K		(IN)
	L		(IN)
*	M	73	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	2.20	(%)
*	R	3.20	(%)
*	S	0.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	1.60	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

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See the last tab of this workbook for instructions

Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

(03-20)

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Forward Completed Forms to District ADA Coordinator

ADA Technically Infeasible Form

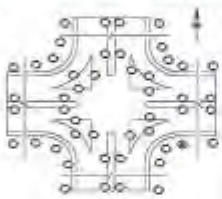
(Used to document design decisions and to be completed before construction)

*Facility Type	Complete Section Below to ADD Location to Transition Plan
◉ Curb Ramp	*Add Location to Transition Plan: ○ Yes ○ No
○ Sidewalk	Suggested Repair: N/A
○ Ped. Push Button	Approx. Repair Costs: N/A
○ Ped. Signal	Actual Repair Costs: N/A
○ Other: CR 8A	Actual Repair: N/A
	Date Repaired: N/A

Justification for Technically Infeasible	General Information
(check all that apply)	*District: 06
☐ Limited Right-of-Way	*County: Philadelphia
☐ Existing Utilities	*Township/Boro: Philadelphia City
☑ Structures, Buildings, Vaults	Project ECMS #: 107632
☐ Historic Areas	
☐ Environmental Areas	
☐ Grade Separations	
☑ Other 1: Existing elevations	
☐ Other 2	
☐ Other 3	
☐ Other 4	

Submitter Information	
Submitted By:	Chris Kitsock
Submitter Company:	AWK Consulting
Street Address:	404 E. 29th St
City State Zip:	Harrisburg, PA 17111
Telephone:	717-776-3074
*Date Submitted:	October 16, 2023

Project Information	Location Identification
Project Type	JEANES ST
☑ Resurfacing Project	*SR North - Segment, Offset
☐ Signal Project	JEANES ST
☐ Widening Project	*SR South - Segment, Offset
☐ Reconstruction	SR 1014 - 0010 , 0887
☐ New Construction (Tech Infeasible normally N/A)	*SR East - Segment, Offset
☐ Other	SR 1014 - 0010 , 0887
Pedestrian Traffic: ◉ Yes ○ No	*SR West - Segment, Offset
Pedestrian Trip Generators: ○ Yes ◉ No	12
Safety Concerns: ○ Yes ◉ No	Location #
R9-3A "No Ped" Signs: ○ Yes ◉ No	
Existing Crosswalk: ◉ Yes ○ No	
Existing Sidewalk: ◉ Yes ○ No	
Existing Push Buttons: ○ Yes ◉ No	
ADT: 15,052	



Investigated design alternatives	Why alternative was not selected
Type 1 ramps was selected at this location. Th	No grass present at this location.
3.) Type 2	Required elevations could not be reached.
3.) Lengthening of the flare	Existing inlet location

Alternative selected and description of what requirement is not met

Type 1 - The triangular landing longitudinal slope exceeds the max 2.00%(3.3%).

ADA Review Committee Recommendation	ADE of Design Approval Status
✓ Approved ○ Denied	✓ Approved ○ Denied
Paul M. Lutz — ADA Review Committee Chair – Date	Ashwin B. Patel, P.E. — District ADE of Design – Date

TIF #: [redacted]

(TIF Number automatically assigned. All fields marked with * provide data for TIF #)

Sheet 1 - Technically Infeasible Form

(Print with a PCL Driver)

CS-4401 (6-17)

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Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)

(03-20)

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ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

Type 4 ramp was investigated at this location and it was determined that there is no grass present on either side of the ramps to classify the ramp as a type 4

Investigated Design Alternative #2

Type 2 ramp was investigated at this location and it was determined that the required elevations could not be reached with this type of ramp.

Investigated Design Alternative #3

Lengthening of the flare was investigated and it was determined that the existing inlet location could not make this possible.

Summary

Type 1 ramps was selected at this location. The triangular landing longitudinal slope exceeds the max 2.00%(3.3%) due to the existing elevations we wanted to reach and to help avoid ponding at the front of the ramp. In addition, due to an existing inlet, the length of the flare could not be increase so we are proposing a rolled flare instead which would eliminate the required TIF. This type of design provides access to the maximum extent feasible.

TIF #:	TIF-06-Philadelphia-Philadelphia City-(JEANES ST)-(JEANES ST)-(SR 1014 - 0010 , 0007)-(SR 1014 - 0010 , 0008
	*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

Sheet 2 - Technically Infeasible Form

CS-4401 (6-17)

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Scanned Inspection Form (TIFF set resolution to 200 DPI)

The Value of D has been approved by District 6 ADE.

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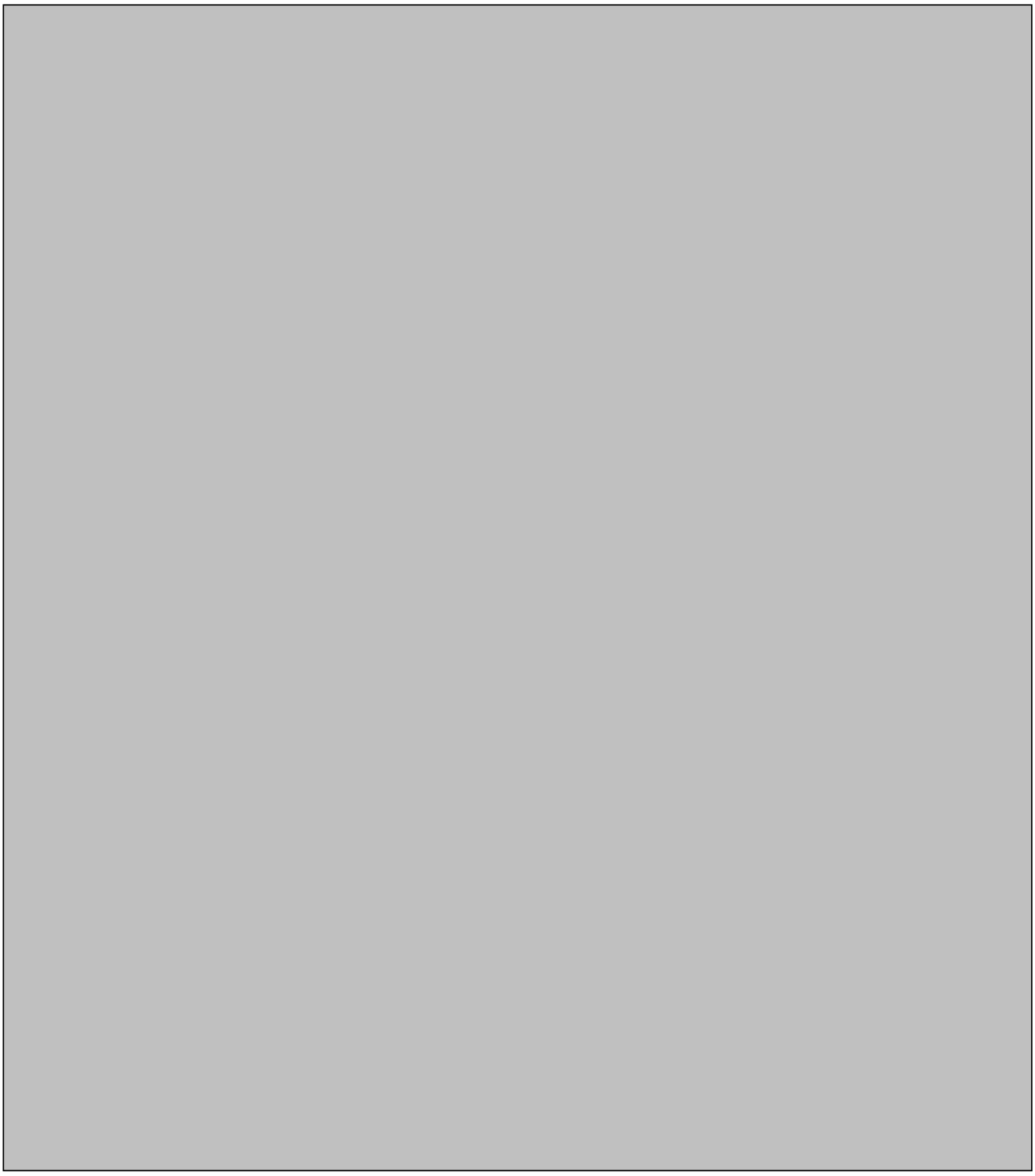
Scanned Inspection Form Continued (TIFF set resolution to 200 DPI)



CS-4401 (6-17)

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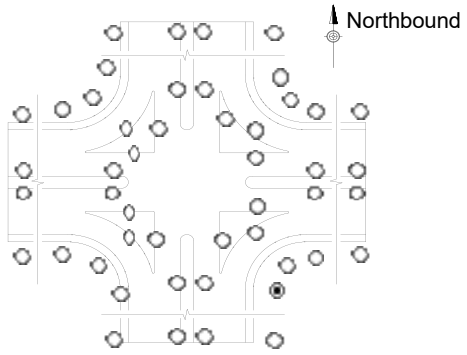
*Date of Investigation (yyyy mm dd)	2024	04	23		
Field Investigators 1	Donald Slipp				
Field Investigators 2	Marykate Stine				
*Engineering District Code	06 - District 6-0				
*County Name	Philadelphia				
*County Code (auto)	101				
*Municipality Name	Philadelphia City				
*Municipality Code (auto)	60000				
Construction Phase	Constructed				
Ramp Crosses	Both				
Ramp Surface	Concrete				
Surface Stable, Firm, and Slip Resistant	Yes				
Elevation Differences > 1/4"	No		(X/16")		
Grate Openings or Gaps > 1/2"	No		(X/16")		
Utilities in Path of Travel	No				
Water Ponding in Path of Travel	No				
Detectable Warning Surface (DWS)	Yes				
DWS type (if applicable)	Cast Iron				
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk			
Ramp at Stop or Yield Controlled Crosswalk	No				
Ramp Leads to Accessible Path	Yes				
Longitudinal Slope in Front of Ramp	1.00	%			
Cross Slope in Front of Ramp (Road Profile)	1.60	%			
Turning Maneuver in Street	No				
Turning Maneuver at Top of Ramp (Smax)	Yes				
ECMS # 107632	Alg Δ Grade	4.9	%		
Intersection Ramp # of #	6	8			
*Ramp Location (Use Figure Below)		14			
*Curb Ramp Type	Type 1				
*North Leg	Jeannes	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Rhawn St (SR1014)	(segment)	(offset)		
*East Leg Desc.	SR	0010	0887		
*South Leg	Rockwell	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	Rhawn St (SR1014)	(segment)	(offset)		
*West Leg Desc.	SR	0010	0887		



Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-JeannesSt-RhawnSt(SR1014)SR-RockwellAve-RhawnSt(SR1014)SR-2024-04-23-14-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

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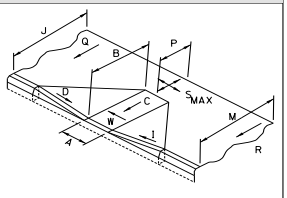
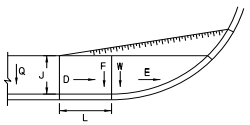
See the last tab of this workbook for instructions

TYPE 1



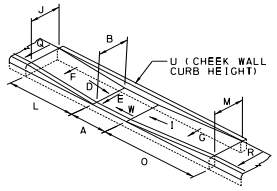
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



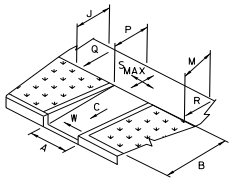
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



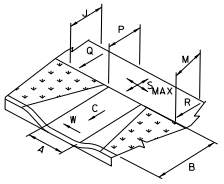
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



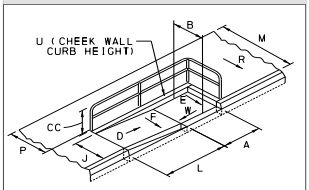
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



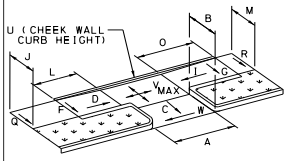
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



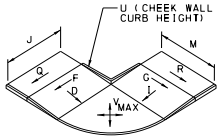
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



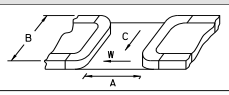
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

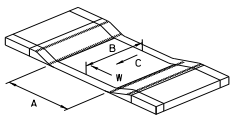


MAX ALG. CHANGE IN GRADE _____ %

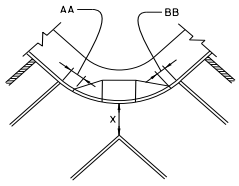
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	104	(IN)
*	C	3.90	(%)
*	D	7.50	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	2.90	(%)
*	J	82	(IN)
	K		(IN)
	L		(IN)
*	M	73	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	2.20	(%)
*	R	3.20	(%)
*	S	0.60	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	2.00	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

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See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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See the last tab of this workbook for instructions

Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

(03-20)

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Forward Completed Forms to Distrist ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- ◉ Curb Ramp
- ○ Sidewalk
- ○ Ped. Push Button
- ○ Ped. Signal
- ○ Other CR 88

Complete Section Below to ADD Location to Transition Plan

*Add Location to Transition Plan	○ Yes ○ No
Suggested Repair	N/A
Approx. Repair Costs	N/A
Actual Repair Costs	N/A
Actual Repair	N/A
Date Repaired	N/A

Justification for Technically Infeasible

(check all that apply)

- ☐ Limited Right-of-Way
- ☐ Existing Utilities
- ☒ Structures, Buildings, Vaults
- ☐ Historic Areas
- ☐ Environmental Areas
- ☐ Grade Separations
- ☒ Other 1 Existing road slope
- ☐ Other 2
- ☐ Other 3
- ☐ Other 4

General Information

*District:	06
*County:	Philadelphia
*Township/Boro:	Philadelphia City
Project ECMS #	107632

Submitter Information

Submitted By:	Ronald Brassens
Submitter Company:	AWK Consulting
Street Address	568 S. 29th St
City State Zip	Harrisburg, PA 17111
Telephone	717-775-3874
*Date Submitted:	July 27, 2023

Project Information

Project Type

- ☒ Resurfacing Project
- ☐ Signal Project
- ☐ Widening Project
- ☐ Reconstruction
- ☐ New Construction (Tech Infeasible normally N/A)
- ☐ Other

Pedestrian Traffic	◉ Yes	○ No
Pedestrian Trip Generators	○ Yes	◉ No
Safety Concerns	○ Yes	◉ No
R9-3A "No Peds" Signs	○ Yes	◉ No
Existing Crosswalk	◉ Yes	○ No
Existing Sidewalk	◉ Yes	○ No
Existing Push Buttons	○ Yes	◉ No
ADT	15,063	

Location Identification

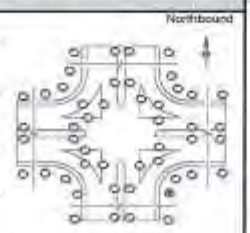
JEANES ST
*SR North - Segment, Offset

JEANES ST
*SR South - Segment, Offset

SR 1014 - 0010 , 0887
*SR East - Segment, Offset

SR 1014 - 0010 , 0887
*SR West - Segment, Offset

74
Location #



Investigated design alternatives	Why alternative was not selected
Type 1 ramps was selected at this location. An	No grass present at this location.
2.) Type 2	Required elevations could not be reached.
3.) Blended transition	Existing road slopes would create an unlevel landing.

Alternative selected and description of what requirement is not met

Type 1 - The longitudinal slope of the triangular landing exceeds the max 2.00%(2.7%)

ADA Review Committee Recommendation

- ✓ Approved Paul M. Lutz Digitally signed by Paul M. Lutz Date: 2024.01.26 13:05:34 -05'00'
- ○ Denied ADA Review Committee Chair - Date

ADE of Design Approval Status

- ✓ Approved Ashwin B. Patel, P.E. Digitally signed by Ashwin B. Patel, P.E. Date: 2024.04.10 14:05:29 -04'00'
- ○ Denied District ADE of Design - Date

TIF #: [illegible]

(TIF Number automatically assigned. All fields marked with * provide data for TIF #)

Sheet 1 - Technically Infeasible Form

(Print with a PCL Driver)

pennsylvania
DEPARTMENT OF TRANSPORTATION

Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)

#NAME?

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

Type 4 ramp was investigated at this location and it was determined that there is no grass present on either side of the ramps to classify the ramp as a type 4

Investigated Design Alternative #2

Type 2 ramp was investigated at this location and it was determined that the required elevations could not be reached with this type of ramp.

Investigated Design Alternative #3

Blended transition was investigated and it was determined that the existing road slopes would create an unlevel landing for pedestrians to make a turning manuever. In addition, the required elevations needed in this area, to provide ADA compliant slopes, could not be reached with this type of ramp.

Summary

Type 1 ramps was selected at this location. The longitudinal slope of the triangular landing exceeds the max 2.00%(2.7%) due to the existing elevations we wanted to try to reach and to prevent water ponding at the front of the ramp.This type of design provides access to the maximum extent feasible.

TIF #: [redacted]

*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*

Sheet 2 - Technically Infeasible Form

CS-4401 (6-17)

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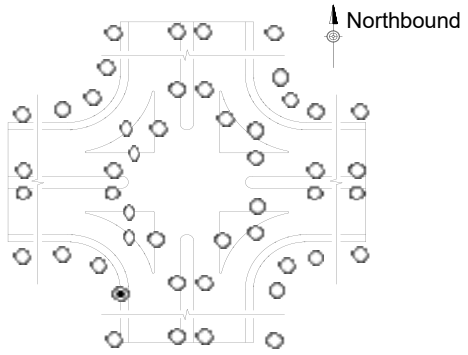
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)		2024	04	23	
Field Investigators 1		Donald Slipp			
Field Investigators 2		Marykate Stine			
*Engineering District Code		06 - District 6-0			
*County Name		Philadelphia			
*County Code (auto)		101			
*Municipality Name		Philadelphia City			
*Municipality Code (auto)		60000			
Construction Phase		Constructed			
Ramp Crosses		Both			
Ramp Surface		Concrete			
Surface Stable, Firm, and Slip Resistant		Yes			
Elevation Differences > 1/4"		No		(X/16")	
Grate Openings or Gaps > 1/2"		No		(X/16")	
Utilities in Path of Travel		No			
Water Ponding in Path of Travel		No			
Detectable Warning Surface (DWS)		Yes			
DWS type (if applicable)		Cast Iron			
Pedestrian Crossing and Type		Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk		No			
Ramp Leads to Accessible Path		Yes			
Longitudinal Slope in Front of Ramp		2.00	%		
Cross Slope in Front of Ramp (Road Profile)		0.80	%		
Turning Maneuver in Street		No			
Turning Maneuver at Top of Ramp (Smax)		Yes			
ECMS #	107632	Alg Δ Grade	5.1	%	
Intersection Ramp # of #		7	8		
*Ramp Location (Use Figure Below)			17		
*Curb Ramp Type		Type 1			
*North Leg	Jeannes	(segment)	(offset)		
*North Leg Desc.	St				
*East Leg	Rhawn St (SR1014)	(segment)	(offset)		
*East Leg Desc.	SR	0010	0887		
*South Leg	Rockwell	(segment)	(offset)		
*South Leg Desc.	Ave				
*West Leg	Rhawn St (SR1014)	(segment)	(offset)		
*West Leg Desc.	SR	0010	0887		



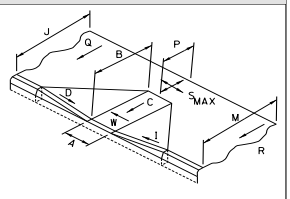
Accessible Push Buttons	N/A	
Asset # (auto)	C-06-101-60000-JeannesSt-RhawnSt(SR1014)SR-RockwellAve-RhawnSt(SR1014)SR-2024-04-23-17-Type1	
* Status	Current	
Level of Service	Meets RC-67M	

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

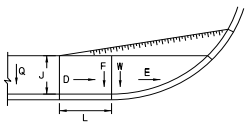
See the last tab of this workbook for instructions

TYPE 1



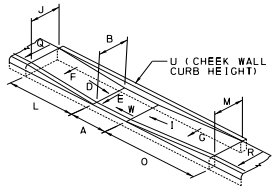
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



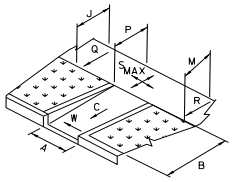
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



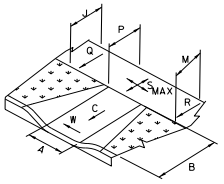
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



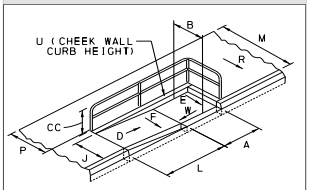
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



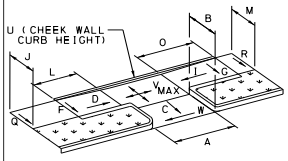
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



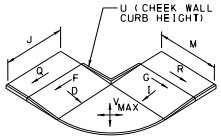
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



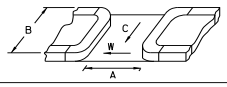
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

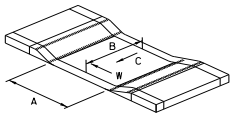


MAX ALG. CHANGE IN GRADE _____ %

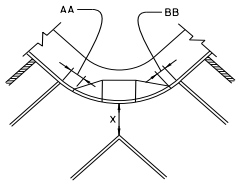
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

	"0.00" inches or %		
*	A	48	(IN)
*	B	24	(IN)
*	C	3.10	(%)
*	D	-999.00	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	5.50	(%)
*	J	92	(IN)
	K		(IN)
	L		(IN)
*	M	120	(IN)
	N		(IN)
	O		(IN)
*	P	60	(IN)
*	Q	0.10	(%)
*	R	2.60	(%)
*	S	0.90	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.70	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

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See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6

CS-4401 (6-17)

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See the last tab of this workbook for instructions

Scanned Technically Infeasible Form Sheet 1 (TIFF set resolution to 200 DPI)

(03-20)

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Forward Completed Forms to District ADA Coordinators

ADA Technically Infeasible Form

(Used to document design decisions and to be completed before construction)

***Facility Type**

- ◉ Curb Ramp
- ○ Sidewalk
- ○ Ped. Push Button
- ○ Ped. Signal
- ○ Other CR 88

Complete Section Below to ADD Location to Transition Plan

*Add Location to Transition Plan	○ Yes ○ No
Suggested Repair	N/A
Approx. Repair Costs	N/A
Actual Repair Costs	N/A
Actual Repair	N/A
Date Repaired	N/A

Justification for Technically Infeasible

(check all that apply)

- ☐ Limited Right-of-Way
- ☐ Existing Utilities
- ☐ Structures, Buildings, Vaults
- ☐ Historic Areas
- ☐ Environmental Areas
- ☐ Grade Separations
- ☒ Other 1 Existing road slope
- ☐ Other 2
- ☐ Other 3
- ☐ Other 4

General Information

*District:	08
*County:	Philadelphia
*Township/Boro:	Philadelphia City
Project ECMS #	107632

Submitter Information

Submitted By:	Ronald Brabasena
Submitter Company:	AWK Consulting
Street Address	936 S. 38th St
City State Zip	Harrisburg, PA 17117
Telephone	717-775-3074
*Date Submitted:	August 24, 2023

Project Information

Project Type

- ☒ Resurfacing Project
- ☐ Signal Project
- ☐ Widening Project
- ☐ Reconstruction
- ☐ New Construction (Tech Infeasible normally N/A)
- ☐ Other

Pedestrian Traffic	◉ Yes	○ No
Pedestrian Trip Generators	○ Yes	◉ No
Safety Concerns	○ Yes	◉ No
R9-3A "No Peds" Signs	○ Yes	◉ No
Existing Crosswalk	◉ Yes	○ No
Existing Sidewalk	◉ Yes	○ No
Existing Push Buttons	○ Yes	◉ No
ADT	15,063	

Location Identification

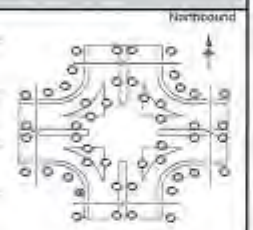
JEANES ST
*SR North - Segment, Offset

JEANES ST
*SR South - Segment, Offset

SR 1014 - 0010 , 0887
*SR East - Segment, Offset

SR 1014 - 0010 , 0887
*SR West - Segment Offset

17
Location #



Investigated design alternatives	Why alternative was not selected
1.) Type 4	No grass present at this location.
2.) Type 2	Required elevations could not be reached.
3.) Blended transition	Existing road slopes would create an unlevel landing.

Alternative selected and description of what requirement is not met

Type 1 – Proposed longitudinal slope of the triangular landing exceed the max 2.00%(2.8%)

ADA Review Committee Recommendation

- ✓ Approved Paul M. Lutz
- ○ Denied ADA Review Committee Chair - Date

ADE of Design Approval Status

- ✓ Approved Ashwin B. Patel, P.E.
- ○ Denied District ADE of Design - Date

TIF #: [illegible]

(TIF Number automatically assigned. All fields marked with * provide data for TIF #)

Sheet 1 - Technically Infeasible Form

(Print with a PCL Driver)

pennsylvania
DEPARTMENT OF TRANSPORTATION

Scanned Technically Infeasible Form Sheet 2 (TIFF set resolution to 200 DPI)

(03-20)

pennsylvania
DEPARTMENT OF TRANSPORTATION

ADA Technically Infeasible Form

(Additional Explanation Sheet)

Investigated Design Alternative #1

Type 4 ramp was investigated at this location and it was determined that there is no grass present on either side of the ramps to classify the ramp as a type 4.

Investigated Design Alternative #2

Type 2 ramp was investigated at this location and it was determined that the required elevations could not be reached with this type of ramp.

Investigated Design Alternative #3

Blended transition was investigated and it was determined that the existing road slopes would create an unlevel landing for pedestrians to make a turning manuever. In addition, the required elevations needed in this area, to provide ADA compliant slopes, could not be reached with this type of ramp.

Summary

Type 1 ramps was selected at this location. The proposed longitudinal slope of the triangular landing exceed the max 2.00% (2.8%). This is due attempting to reach the existing elevations at this location. In effort to lower the tie in slopes as well as, avoid ponding at the front of the ramp.This type of design provides access to the maximum extent feasible.

TIF #:	[illegible]
*(TIF Number automatically assigned. All fields marked with * provide data for TIF #)*	

Sheet 2 - Technically Infeasible Form

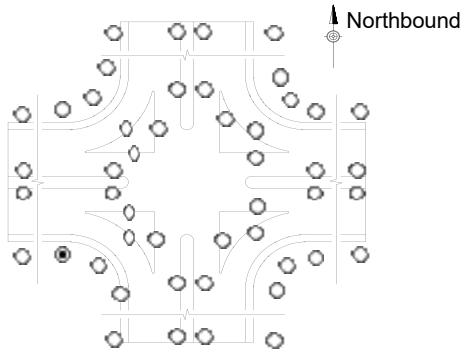
CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

*Date of Investigation (yyyy mm dd)	2024	04	23	
Field Investigators 1	Donald Slipp			
Field Investigators 2	Marykate Stine			
*Engineering District Code	06 - District 6-0			
*County Name	Philadelphia			
*County Code (auto)	101			
*Municipality Name	Philadelphia City			
*Municipality Code (auto)	60000			
Construction Phase	Constructed			
Ramp Crosses	Both			
Ramp Surface	Concrete			
Surface Stable, Firm, and Slip Resistant	Yes			
Elevation Differences > 1/4"	No		(X/16")	
Grate Openings or Gaps > 1/2"	No		(X/16")	
Utilities in Path of Travel	No			
Water Ponding in Path of Travel	No			
Detectable Warning Surface (DWS)	Yes			
DWS type (if applicable)	Cast Iron			
Pedestrian Crossing and Type	Yes	Single Ramp with Single Cross Walk		
Ramp at Stop or Yield Controlled Crosswalk	No			
Ramp Leads to Accessible Path	Yes			
Longitudinal Slope in Front of Ramp	6.10	%		
Cross Slope in Front of Ramp (Road Profile)	0.90	%		
Turning Maneuver in Street	No			
Turning Maneuver at Top of Ramp (Smax)	Yes			

ECMS #	107632	Alg Δ Grade	9.8	%
Intersection Ramp # of #		8	8	
*Ramp Location (Use Figure Below)			19	
*Curb Ramp Type	Type 1			
*North Leg	Jeannes	(segment)	(offset)	
*North Leg Desc.	St			
*East Leg	Rhawn St (SR1014)	(segment)	(offset)	
*East Leg Desc.	SR	0010	0887	
*South Leg	Rockwell	(segment)	(offset)	
*South Leg Desc.	Ave			
*West Leg	Rhawn St (SR1014)	(segment)	(offset)	
*West Leg Desc.	SR	0010	0887	



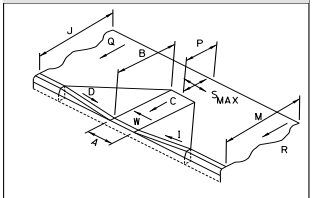
Accessible Push Buttons	N/A
Asset # (auto)	C-06-101-60000-JeannesSt-RhawnSt(SR1014)SR-RockwellAve-RhawnSt(SR1014)SR-2024-04-23-19-Type1
* Status	Current
Level of Service	Meets RC-67M

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

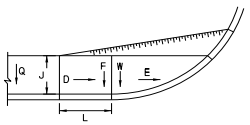
See the last tab of this workbook for instructions

TYPE 1



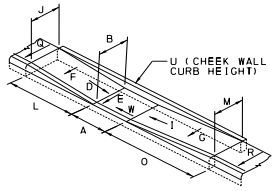
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 1A



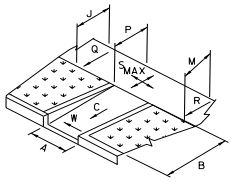
MAX ALG. CHANGE IN GRADE _____ %

☐ TYPE 2



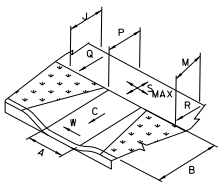
MAX ALG. CHANGE IN GRADE _____ %

TYPE 4



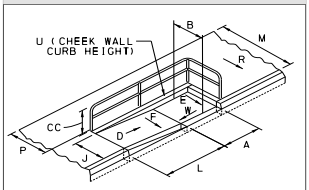
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

TYPE 4A



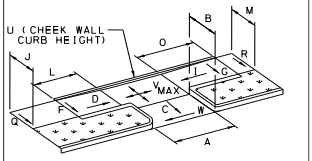
MAX ALG. CHANGE IN GRADE _____ %
TOP TURNING AREA ☐
IF YES, MAX SLOPE "S"_____ %

☐ TYPE 5



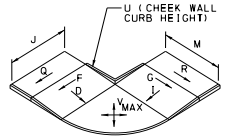
MAX ALG. CHANGE IN GRADE _____ %
RAILING ☐ NO ☐ YES
"CC" RAIL HEIGHT _____ INCHES

TYPE 6



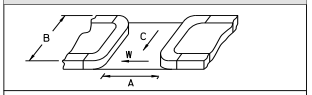
MAX ALG. CHANGE IN GRADE _____ %

BLENDED TRANSITION

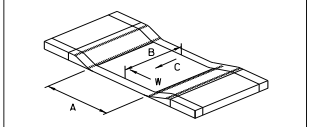


MAX ALG. CHANGE IN GRADE _____ %

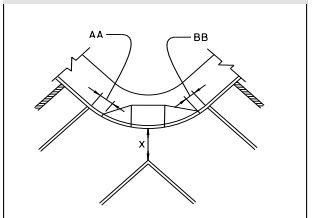
TYPE A MEDIAN



☐ TYPE B MEDIAN



1 RAMP, 2 CROSSINGS



NOTE: CROSSING MAY BE MARKED OR UNMARKED

NON-TYPICAL

"A" RAMP WIDTH
"B" RAMP LENGTH
"C" RAMP SLOPE
"D" LT FLARE SLOPE
"I" RT FLARE SLOPE
"J" LT SIDEWALK WIDTH
"M" RT SIDEWALK WIDTH
"P" SIDEWALK LANDING DEPTH
"Q" LT SIDEWALK CROSS SLOPE
"R" RT SIDEWALK CROSS SLOPE
"S" SIDEWALK LANDING MAX SLOPE
"W" RAMP MAX CROSS SLOPE

MAX ALG. CHANGE IN GRADE _____ %
SIDEWALK TURNING AREA ☐
IF YES, DESIGNATE MAX SLOPE "S"

		"0.00" inches or %	
*	A	48	(IN)
*	B	66	(IN)
*	C	3.70	(%)
*	D	8.80	(%)
*	E		(%)
*	F		(%)
*	G		(%)
	H		(%)
*	I	6.90	(%)
*	J	92	(IN)
	K		(IN)
	L		(IN)
*	M	120	(IN)
	N		(IN)
	O		(IN)
*	P	48	(IN)
*	Q	0.10	(%)
*	R	2.60	(%)
*	S	1.70	(%)
	T		(IN)
	U		(IN)
*	V		(%)
*	W	0.80	(%)
*	X		(IN)
	Y		(IN)
	YY		(IN)
	Z		(IN)
	ZZ		(IN)
*	AA		(IN)
*	BB		(IN)
*	CC		(IN)

(insert comments below)

CS-4401 (6-17)

pennsylvania
DEPARTMENT OF TRANSPORTATION

See the last tab of this workbook for instructions

Insert Picture 1

Insert Picture 4

Insert Picture 2

Insert Picture 5

Insert Picture 3

Insert Picture 6